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PRIVATE RESIDENTS AT THE
COTTONS
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with which is incorporated the
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ESTABLISHED 1857

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Hongkong, 16th August, 1905. 1588

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ALEXANDRA BUILDINGS, HONGKONG.
Hongkong, 1st July, 1907.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents and forward their names and addresses with communications addressed to the Editor, and the publication of such communications is guaranteed.

All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

Letters for editorial use only should be sent to the Editor, and not to the publisher.

Telegraphic Address: PRESS.

Cables: A.S.W. 5th Ed. 1907.

P.O. Box, 31 Telephone No. 12.

DEATH.

On July 6th, at Shanghai, F. A. RAY, late Officer, China Merchants' S. S. Co., aged 26 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 13th, 1907.

The proposition from a not over wise member of the Tariff Reform party to reduce the duty on tea imported from British possessions led to the not unimportant remark from Mr. Asquith that, so long as British teas without any preferential duty had already practically ousted China teas from the home markets, and were rapidly gaining possession of the chief foreign markets, including Russia, they hardly represented an argument in favour of preferential tariffs. Of course Mr. Asquith, being a Chancellor of the Exchequer, and being deeply committed to the pretended Free-Trade party, was quite unable to see that in reality the transfer of the Tea Trade from Chinese to British hands was one of the strongest arguments against the happy-go-lucky school which would view with indifference the transfer of British industries to our trade rivals. As a fact, as all those who have had personal experience of the case are aware, the transfer of the tea producing business from China to British India and Ceylon was altogether brought about by preferential duties, and still more to the point, in the present condition of British trade generally, the preference in favour of India proceeded from the wrong-headed action of the Chinese Government, who in the face of warnings to the contrary would proceed in its suicidal policy of levying duties on the

export; and not only did this itself but backed up the provincials in imposing growers' taxes, so that actually the trade was strangled to death, while, of course, the Indian producer had none but the ordinary taxes of the country to pay. Although, then, he enjoyed in the British Islands no preference, and had nothing more to pay in the way of duty than his Chinese competitor, the action of the Chinese Government was practically preferential inasmuch as it encouraged protection, and that protection of the worst character for a nation to adopt, namely the protection of outsiders against itself. This, however, is the policy to which the present home Government has irrevocably committed itself under the pseudonym of Free-Trade. Its application, under methods the exact converse in many respects of Chinese protection of the Indian tea trade, in no respect alters the terms of the problem. In point of fact, while we ourselves rightly would not touch the unclean boast of protection with one of our fingers, by holding out in duements to our competitors to glut our markets with bounty fed goods, we are really giving our support to protection in its very worst shape, that of helping on by our connivance the flooding of our home markets with goods, whose sole existence is due to the very same financial sin against which we hypocritically turn up our financially pious eyes, and utter our sentimental homilies. The policy of preferential trade with the Colonies stands, of course, on very different grounds, which are of political experience. Logically Free-Trade is the best of ideal positions; every burden which an article has to bear of course lessens its capacity for consumption. But all nations in every stage of progress have found demands of revenue cropping up and necessitating some levy. Logically, again, all goods should be equally taxed, so as to insure that each commodity should go into the world on equal footing; but here again the common practice of the world has come to the conclusion that all commodities do not demand or deserve equal treatment. For instance intoxicating liquors or tobacco have been looked upon as either in themselves injurious, or as matters of luxury have no cause of complaint if we tax them higher. But all these are equally sins against the gospel of Free-Trade, so that if we pass them by, we make the tacit acknowledgement that after all Free-Trade is but a matter of adjustment and, leaving the abstract, we are justified in making terms with what our reasoning has led us to hold as mortal sin.

It is equally capable of proof that the partial readjustment of taxes between peoples closely allied by policy or sentiment is capable of being utilised in the public interest. At one time England, Scotland and Ireland had each their separate tariffs, and so late as the 18th century we find George II. declaring he had no intention of removing the disabilities on Irish made goods in English markets. By and by, under the influence of preferential idea, it was conceived that it might be advantageous to remove these internal duties, and let goods circulate more freely. By a certain interested clique the working man of the day was taught to believe this was equivalent to taxing his food. But slowly common sense prevailed, and even Mr. Raymond and his irreconcilables would hardly urge the restoration of the duties. About sixty years ago some German statesmen advocated the establishment of a Zollverein and the reduction or decrease of duties between different countries of what is now the German Empire. Of course the pseudo-free-traders of the day objected. The tariff-reformers of the day, however, triumphed; and this was eventually one of the chief causes of the foundation of the German Empire. History, then, tells us that however blessed may be the doctrine of Free-trade, there may be something more holy still, and that is the amalgamation of Empires. Our Colonial Premiers who had learnt the lesson amidst hard experience and who have just succeeded in their own allotted tasks of empire-building, were anxious to impart their good tidings to His Majesty's home advisers; who wise in their short little England conceit rejected it as heresy against the Golden Club. That is the lesson the people of Great Britain have under their present teachers, forced upon them. Fortunately sense, after being absent for a little while, is returning, but the struggle of the dawn is hard, and needs our best efforts; and this is what the best of our Colonial statesmen have set themselves to do. A more useful lesson in the results of an unhealthy tariff than the transfer of the tea-trade from China to India could hardly have been found. True, England blundered into a good thing without at all

understanding it, but it is time that she should learn to recognise that like China she is encouraging against herself her keenest competitors, and like China, she may also one day wake up and find that while she was indifferent her competitors had quietly stolen away her industries.

The plague total at date is 171 cases, there were four yesterday.

The French mail of the 11th June was delivered in London on the 11th inst.

It is understood in well-informed quarters that H. E. Chen Fu, recently of Canton, is to be given a high office in Peking.

"It is very convenient the defendant does not appear in this case," remarked the Puisne Judge yesterday, "otherwise the case would take a long day."

Any one passing by the P. & O. Coy's office may see just at the entrance a large glass case containing a model of the *ss. Nora*, one of the latest additions to the Coy's fleet.

A telegram to the Colonial Secretary yesterday intimated that Singapore subjected Hongkong-shipping to the restrictions customary in the case of a plague-infected port.

The Chinese students in Tokyo are like young horses full of beans. There are 1,400 of them, and two officials charged with their supervision have had to resign. The Chinese Minister now says he will have nothing more to do with them; he will resign his post first.

We are informed that a General Meeting of the members of the "Club Lusitano" is called for Monday. Part of the business is to confirm the appointment of Senhor Conselheiro Romano, the Portuguese Consul General, as a honorary President of the Club.

When an action against Mr. Dove by an amsh for the recovery of \$5 wages was called at the Supreme Court yesterday, a woman came forward. Questioned by the Puisne Judge as to the information that she was Mrs. Dove, but a housekeeper and the case was accordingly adjourned.

A defendant in a Supreme Court case yesterday evidently intended to create an impression as he walked to the box, on being called, with a huge pane of glass in one hand and a small piece in the other, but the Puisne Judge declined to be impressed, and bluntly asked "Do you owe the money?" On receiving an affirmative answer he remarked "Judgment with costs."

Sir E. Treves, the great physician, speaking at Preston, said he looked forward to a time when people would leave off the extraordinary habit of taking medicines, when sanitary work and fresh air and sunlight would replace them, and when, owing to the discoveries of bacteriological science, it would be as anomalous for persons to die of scarlet fever, typhoid, cholera, and diphtheria, as it would be for a man to die of a wolf's bite in England.

There was an awkward little mishap in the Supreme Court yesterday morning, fortunately harmless in its outcome. As it is not infrequently the case on Friday mornings the Small Court has to be utilised by the Puisne Judge, and as the accommodation is rather limited it means that the solicitors have to find seats in the jury box. Among the number so situated yesterday was Mr. R. P. C. Master who, occupying a vacant seat at the table, hastened to secure it. As he was stepping down, the small wooden dais turned over, causing him to fall heavily against the rail. Mr. Master promptly begged His Lordship's pardon for so unwillingly disturbing the peace of the Court.

For the first time in the history of China, a competitive examination was held on the 3rd, 4th and 5th instants in Peking by order of the Ministry of Education, of young men and ladies desirous of going to the United States to study under Government auspices. No less than seventy-two young men and twelve young ladies presented themselves, and the following topics were given for examination on the first day: English compositions, translations from English into Chinese, and vice versa; Latin, French, German, and arithmetic. On the second day, Chemistry and physiology; and on the third day, History, Geography, Chinese Composition and Algebra. It is satisfactory to learn that most of the examination papers were well written, the only failures being those on languages. These competitive examinations are to be made annually.

"Seaports of the Far East" is the title of the most recent volume of information—historical, descriptive, commercial and industrial—relating to the Far East. The compiler, Mr. A. Macmillan, visited the East in the autumn of last year, and has now returned with the finished work for distribution to subscribers and for sale to other possible purchasers. The work which is on the lines of "The Foreign Settlements of the Far East," but less comprehensive, consists of 300 quarto pages, is printed on good art paper and contains numerous excellent half-tone views of the places described. The ports covered by the book are Hongkong, Shanghai, Manila, Singapore and Penang, but a concise and well-written preface describes the whole commercial Far East, except Japan which will probably be described in a separate volume. The advertisements in the book—and these constitute about two-thirds of the volume—take the form of descriptive and historical accounts of many of the industries and commercial undertakings in the several ports, and certainly give the reader unfamiliar with the East a very comprehensive idea of the chief commercial features of the East.

At the Police Court yesterday Mr. G. N. Orme fined Kishin Singh, a watchman, at the Kowloon Docks, \$3, and ordered him to pay fifty cents compensation for refusing to pay his rishia hire.

Mr. F. A. Hazland yesterday sentenced Gunner A. West of the 88th Co. R.G.A., to one month's imprisonment for stealing a bottle of brandy from a Chinese storekeeper at No. 2 Ship Street.

Sir Henry McCallum and Sir Matthew Nathan, past and present governors of Natal, are to confer together in London before leaving for their respective posts. The former will not leave for Ceylon till next month.

Sir Matthew Nathan was received in audience by His Majesty the King at Buckingham Palace on June 13th, upon relinquishing his appointment as Governor of Hongkong, and kissed hands upon his appointment as Governor of Natal. Colonel the Hon. H. C. Legge (Esquerry-in-Waiting) was in attendance.

Reviewing Col. Murray's "Imperial Outpost," recently noticed by us, a Shanghai contemporary says: "It will be no injustice to the gallant Colonel to say that his fears of the Yellow Peril are quite in the style of modern English journalism; that is to say, that they exhibit the credulity of a nursery governess together with the ignorance of a globe-trotter, and that if read aloud in any club in Shanghai they would provoke roars of laughter."

On behalf of the Building Authority Mr. G. E. Morrell, Crown Solicitor, yesterday prosecuted a restaurant keeper of Wing Lok Street at the Police Court before Mr. P. A. Hazland for diverging from the deposited plan of his building. The defendant had erected a number of floors which were considered dangerous in case of fire. His Worship allowed the defendant ten days in which to remove the obstruction. Should he fail to do so the maximum penalty will be imposed.

Before the Police Commission Captain Nott Bower, of the City Police, gave particulars of the system of self defence—the objected to the title "ju-jitsu,"—which was introduced into the force in 1914. He had given ground or confidence to the police, shaken that of the roughs, and reduced the number of assaults on the police from 176 in 1914 to 123 in 1915 and 106 in 1916. He described the system as a mixture of English wrestling, common sense, anatomy, and a little "ju-jitsu," while some of the "holds" were taken from life-saving. In the two and a half years no prisoner had been injured.

By kind permission of Lieut. Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—
Overture "Acquiesce Nocturne," Sullivan
Waltz "The Spring Song," Hollander
Selection "The Merry Widow," Strauss
Romance "Farewell," Schubert
Selection "La Poupée," Andrian
Polka "Grandmamma," Reubens
Dance "Mazurka—Horseshoe—Anchor—Toast and Olives—Soup—Clear Wines—Soup—Fish—Roast Fish and Egg Sauce, Entrées—Grilled Pigeon on Toast, Fillet of Beef and Mushrooms, Truffled Chicken, Curry—Lobster Curry, Joint—Roast Shoulder of Mutton and Mashed Potatoes, Roast Capon and Bread Sauce, Boiled Corned Beef and Peas, Pickling, Cold Bologna Sausage and Mixed Salad, Sweeties—Apricot Pudding, Plum Pudding and Brandy Sauce, Raspberry Ice Cream and Finger Cakes, Cheese—Biscuits, Dessert—Coffee—Fruits.

The 13th Rajputa (the Shekharwati Regiment) which has been placed on the roster to relieve the 12th Infantry (the Mooltan Regiment) at Hongkong, is an old and distinguished corps. It was formed in 1817, and was long known as the 12th Bengal Infantry, or Shekharwati, Battalion. It fought through the Sikh Wars, 1845, and rendered good service at Sir Harry Smith's magnificent victory at Alwal, when with a force of under 12,000 men he defeated 20,000 of the brave enemy, and it rendered equally good service in the prolonged Afghan Campaigns of 1879-83. It was last on active service in the Chitral Expedition, 1895. Its honours on its regimental colours are: "Alwal," "Afghanistan," and "Chitral." The regiment, which is presently stationed at Alipore, is commanded by Lieut. Colonel W. Bior, who served with it at Chitral, and who also saw fighting in the Sikh Expedition, 1848, and the Manipure Expedition, 1891, for which he holds two medals with three clasps.

The report of the North British and Mercantile Insurance Company shows that the total revenue for last year amounted to £4,098,10-2-0, £1,172,37-10 from fire department, £1,819,388-19-10 from life department, and £2,693-4-4 from sinking fund account. The loss by fire during the year, including losses by San Francisco conflagration, amounted to £1,677,638-15-3, which sum included all claims paid and a full estimate of those outstanding at 31st December, 1906. In the Life Department 4,654 policies were issued during the year 1906, amounting, after deducting sums re-assured, £2,341,900, and producing new premiums to the amount of £149,991-18-4; together with 390 bonds securing £21,712-12-5 yearly of immediate annuities, £1,331-0-3 yearly of survivorship annuities, £602-10-3 yearly of deferred annuities, for which the Company received the sum of £227,692-11-11 by single payment, and £220-1-1 by annual premium. The claims during the year, including 317 endowments, were 1,052 in number, under 1,862 policies; and the sums amount, with bonus additions, to £73,429-3-2. During the year there were issued 15 policies securing £14,500-0-0 of deferred payments, and £178-13-0 per annum of annuities certain—for which the Company received the sum of £289-17-9 by single payment, and £223-12-4 by annual premium.

Recent American exchanges state that the Southern cotton mills have large orders ahead and are not troubled about the lack of an export business, but the complaint of scarcity of labour is heard on all sides, otherwise the mills are in a strong position for the Summer trade. Some of the largest commission houses are "turning down" orders for cotton goods at any price, and one instance is quoted where an order of 1,000,000 yards at the highest price yet offered was declined.

Grand Night at Gray's Inn was made memorable by the call to the Bar of Prince Arthur of Connaught, and his prompt elevation, so soon as his claims to style himself a barrister had been made good, to the highest honour the Inn can confer. The Duke of Connaught, who has been a barrister of Gray's since 1881, attended this interesting function, and, as was his fellow Masters of the bench, took his place with them on the dais. On the arrival of Prince Arthur in the hall he was "gowned" as a student by the under-treasurer of the Inn. At the conclusion of dinner his Royal Highness was formally "called" by the treasurer, being made the senior of seventeen students who were summoned to the dais of the hall, and after shaking hands with the treasurer were gownned as barristers. Later in the evening Prince Arthur was crowned a barrister of the society.

VICEROY SHUN

We have to feel a little gratitude to H. E. Viceroy Shun for doing what we suggested he would do, and if he will only go on doing it we will try to think more kindly of him. The "N.C. Daily News" of the 8th inst. says: "Viceroy Tsen Chin-huen, it is said, is determined to decline the Two Kwang Viceroyship and has again sent a memorial to the Throne declaring that his bodily health prevents him from leaving even his own room, much more to travel south any further. His Excellency is said to be negotiating for the purchase of a certain house in Sochow where he intends to make his future home, if allowed to retire into private life."

THE ANHUI BOMB-THROWING

A daring attempt to assassinate Governor En Min (Mencu), of Anhui province was made in the provincial capital (Anking) on Saturday morning the 6th inst. It appeared that the Governor, who is a well-known reactionary and anti-foreigner, had made an appointment for that morning to witness the drills of the Cadets of the Gendarmerie School on their parade ground, and whilst doing so, a bomb was suddenly thrown at the ground surrounding the gubernatorial chair. Three officials, one of them the Civil Aide-de-camp of the Governor, were killed by the resultant explosion, and one severely injured. The Governor was at once hustled into his sedan chair by his attendants and carried back to his yamen, slightly hurt and greatly scared by the outward event. It is stated that the Governor himself escaped unhurt, but the person who threw the bomb, and who upon investigation is alleged to be the Vice-Director of the Gendarmerie School, Chai Hsi-lun, and to avoid a panic in that School the Governor has posted a proclamation on its walls telling the cadets not to be alarmed as they are held to have been blameless in the matter. Chai Hsi-lun, the bomb-thrower, is said to be an anti-monarchist.

PERSIAN REBELS DEFEATED

WEAKNESS OF THE GOVERNMENT.

It is reported that Hissam Malik attacked the Salard-Daulah near Nihavend on June 30th and that the Prince retreated with heavy losses. The people of Tabriz have expressed dissatisfaction with the proceedings in Parliament. They complain of inactivity on the part of their representatives, and again accuse the Government of instigating the disturbances in order to discredit Parliament in the eyes of the people. Some members of Parliament have accused the Government of not helping Parliament, and the Governors of not punishing rebels and the creators of disorders and other offenders. The Under-Secretary of the Interior, in reply, asked them to consider the fact that the power which the Government had heretofore possessed was now gone, and that the opposition of Parliament to Government measures was the cause of the present weakness of the Government. The Governors were obliged to act in accordance with the laws, laws which Parliament made, but as Parliament had not made laws to meet the present situation the Governors were unable to act, and offenders went unpunished. Thereupon Parliament decided to draw up rules of procedure for the Governors. The great desideratum is felt to be a legal code.

From a report which has been presented to Parliament by the Minister of the Interior, it appears that the prime mover in the disorders at Kermanshah was Muhammad Mokhy, who is now a refugee at the British Consulate there, and that he was in correspondence and in league with the Salard-Daulah. The report states that a letter from the Prince to him was accidentally delivered to the Consul, who informed the British Minister here. The letter falsely announced that the capital was in a state of disorder, that many members of Parliament had been killed, that all the tribes had promised to join him, and so forth.

The directors of the National Bank, after consulting their principal subscribers at Tabriz, promised full financial support to the Government.

LATEST STEAMER MOVEMENTS.

The Boston str. *Shawmut* arrived at Yokohama on 11th July.
The N.Y.K. str. *Kaga Maru* (American Line) left Shanghai for this port on the 11th July, and is expected here tomorrow.
The N.Y.K. str. *Kyogoku Maru* (Bosch Line) left Singapore for this port on the 19th July, and is expected here on the 15th July.
The str. *Sotama* sailed from Singapore on 11th July, and may be expected here 17th July.
The Indo-China str. *Kutsum* from Calcutta and the Straits left Singapore for this port on 11th July at 6 p.m.
The N.D.L. str. *Borneo* will leave Sandakan on the 16th July, and may be expected here on or about the 20th July.
The C.P.R. str. *Empress of China* left Yokohama p.m. on Thursday the 11th July for Victoria and Vancouver.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FRANCO-JAPANESE ENTENTE.

Tokyo, July 12th.
To-day celebrations in honour of the Franco-Japanese entente took place in the Exhibition grounds. The French Ambassador, the Embassy staff, Japanese statesmen, members of the municipality and of the consular corps, with hundreds of private guests were present, and the Rising Sun and the Tricolour were prominent all over the city.

[REUTERS' SERVICE.]

THE DUTY ON SUGAR.

LONDON, July 10th.
A Liberal amendment to the Finance Bill, reducing the duty on Sugar by a half, was rejected by 321-175. Mr. Asquith agreed that the tax was vicious and burdensome, and that its reduction or abolition must be the aim of every chancellor, but the amendment would upset the whole budget.

PARDON FOR HIGH TREASON.

LONDON, July 10th.
The King has granted a free pardon to Lynch, who was convicted of high treason in 1903 for fighting on the side of the Boers, and was liberated in 1904.

THE CONGO FREE STATE.

LONDON, July 10th.
The Belgian Government has resolved to annex the Congo State to Belgium, and will introduce a Bill for that purpose.

THE UNITED STATES.

LONDON, July 10th.
The Federal Government has instituted proceedings against The American Tobacco, and other companies including the British Imperial Tobacco Co. all constituting the Tobacco Trust, for the purpose of stopping the combination and the monopolies created by them, which now divide the tobacco business of the world.

[N.C. Daily News' Service.]

NAVAL GUNFIRE: A WORLD'S RECORD.

WITHIN 10 MINUTES 52th.
H.M.S. "King Alfred," the flagship of the China Squadron, has established a world's record in naval gunnery. Three of her six-inch guns fired respectively 140 rounds in 10 minutes with eleven hits; fourteen rounds with thirteen hits and eight bulls; thirteen rounds with thirteen hits and nine bulls.
The two 9.2-inch guns in two minutes fired respectively ten rounds with ten hits and eight bulls; nine rounds with nine hits and seven bulls.
Her sixteen big guns fired 138 rounds making 183 hits with 113 bulls.
H.M.S. "King Alfred" was fourteenth on the list last year's gunnery returns with 102-27 points. She fired eleven rounds with her 9.2 inch guns and made ten hits, while out of 130 rounds with her 6-inch armament, 110 were hits. She was the first ship of the "Iron Fleet" in "battles practice" with a score of 341-7.

BANDMANN OPERA COMPANY.

A very strong company took the boards last night in "The Beauty of Bath," a new musical play which has scored a distinct success in London, and provided a capital performance of this excellent production. Compared with the previous evening the piece showed more of the good things. The unnoiced pieces were well taken, and the solos and duets were equally appreciated. Miss Lizzie Primrose shone in the title role. She was bright and vivacious, danced well and sang sweetly. Mr. Cole was responsible for a large amount of fun and absurdity which made the audience roar with laughter. The other parts were exceedingly well taken and the large house showed its appreciation in no half-hearted manner.

THE BURMAH-CHINA FRONTIER.

The Mandalay-Kunlon ferry line, which was to become the main railway connexion between Burma and Yunnan was stopped by Lord Carson at Lashio, on the ground that the line offered no promise of return commensurate with the heavy cost. The line does not pay for itself, and the extension on the met-ro-gauge from Lashio to the Salween river is estimated to cost over a crore of rupees for its length of less than ninety-five miles.

In the meantime another railway connexion between Burma and Yunnan has been suggested, this being the Bhamo-Momein (Tengyun), which follows an existing trade route from Taitou, an important trading centre in Chinese territory. Moreover, the development of electric traction for railways has improved the prospects of this route, on which the electric water-power that might be made available. A reconnaissance survey has been made for a 2ft. G.N. line worked by electric power. The country is very bad, and the line would have to cross a series of hills and saddlebacks, but it can be built and worked with very sharp curves. The cost is roughly estimated at two lakhs a mile for the whole length.
It would be a good thing if our statesmen would make up their minds whether we are seriously to attempt to tap the rich trade of Szechuan by any railway connexion with India direct—to which end we urged that the ancient and forgotten route from Assam should be at least considered and examined—or by developing a practicable link between Burma and Yunnan. For many years our very good friends the French are steadily pushing along with their metre-gauge line from Tongking, which is expected to reach Yunnan by 1909.

PARIS.

(FROM OUR CORRESPONDENT.)

June 8th.

VITICULTURE.

Considering that the wine industry in this country of the South principally is one of the staple productions of France, too much attention cannot be given to the critical condition of that industry at the present moment. That it is in a bad way is self-evident and cannot be disputed. The continual unrest existing in the South is causing the Government a great amount of anxiety. The wine-growers who are manifesting a very determined body of men, those who take part in these manifestations do not hesitate to work 50 miles on foot in order to be present and testify to the fact that it is in them. It will be admitted that when men do this sort of thing it cannot be said that their presence is due to the mere desire for a day's outing and when one hears something of the crisis through which those who all depend on the prosperity of the wine industry are passing it is not difficult to understand why they are so much in earnest. Only a few days ago 100,000 people, quite a small army—marched past the Prefecture of the Gironde by way of exciting public sympathy and involving Government assistance. Why so much fuss? Simply because at one time, quite recently in fact, Bordeaux and the region which surrounds it, flooded in milk and honey, or to put it more accurately, flowed in wine, replaced in prosperity. Today its inhabitants are in such straits that they cannot as much as pay their taxes and taxes. The Law Courts from Lorient to Narbonne, from Cognac to Bordeaux, Nîmes and Albi, are overwhelmed with seizures and distraint warrants, and in spite of the leniency of the courts, the victims of hard times and the crisis in the wine trade are unable to meet their obligations. The land no longer keeps those who cultivate it. Wine-growing soil, which at one time sold for £320 the hectare or 2½ acres, has fallen as low as £21, and even £10. Property which ten years ago was worth nearly £10,000 was sold by auction only a few weeks for £1,000. Credit too is dead. Loans, however small, can no longer be obtained by holders of their clients.

CAUSES OF TROUBLE.

To what is to be attributed this most distressing condition of affairs in districts formerly so prosperous? The main cause, as remarked last week, is due to over production, but there are several other contributory causes as will be seen. For one thing, it can hardly be gainsaid that Frenchmen drink less wine than they used to though many differ on this point. While the consumption of *apertifs*—whose name is legion in this country—and liquors has diminished, the doctors also are blamed for having largely helped to bring about the present crisis. Thirty years ago practically everyone in France drank wine, either pure or diluted with water. But the doctors suddenly announced that wine was harmful, and advised their patients to let it alone. According to their new theory, wine fatigued the stomach, irritated the nerves, aggravated rheumatism, and, in fact, was the cause of most of the ills that flesh is heir to. The salvation of their patients lay in drinking water, either pure, boiled, or mineral. Whether the change has had the effect of lowering the mortality statistics in France is open to question. One thing is certain that the effect of the doctors' counsel on the growers and sellers of wine has been disastrous. Very little wine is sold nowadays in the Paris restaurants, that met in demand in Bordeaux, Burgundy is seldom called for. Foreigners prefer champagne, the majority favour mineral waters. The first thing to bring misfortune upon the wine-growers of this country was the phylloxera, when the pest was exterminated, German competition had to be faced. Nor was this all, for some years of over-abundant harvests, and now, when good wine can be had cheap, the adulterators or *fakers* with their ignoble and unscrupulous methods, flood the markets with falsified productions labelled as wine, which are merely concoctions of sugar, Hamburg alcohol, and various chemicals and coloured substances which pass for the pure and genuine for wine. This stuff is retailed at three *cents* a litre (12 pints). Imagine what the enormous profit of the adulterator must be, this rate considering the vile liquid he sells as wine costs him less than one *cent* per litre to make.

AUTHORITIES BLAMED.

The wine-growers have been forced to take the law into their own hands by the indifference of the Government and to whom they have repeatedly appealed in vain. The Government is severely to blame for the riots that have occurred, and which would not have taken place had it taken vigorous action in favour of the enormous population who are dependent on the wine industry for their bread. Signs are not wanting that further serious trouble is likely to take place, as the growers have grown most desperate, and are completely tired of the inaction of those to whom they have so long appealed to in vain. The Government is perfectly aware that ruin stares the growers in the face, that they cannot pay their rent and taxes, and that if satisfaction is not given to the unfortunate men by next Monday, the 10th, June, the growers have fully made up their mind to proceed to extreme measures. So far there have been no violence worth speaking of, but if these immense gatherings—such as have already taken place—continue, there is only too much danger to be feared. The popular demonstrations among the wine-growing population of southern France are rapidly assuming the proportions of a general uprising, only prompt action on the part of the Government can prevent a calamity—a national one.

SHORT SERVICE.

The system of two years' army service is again attracting a good deal of attention in the

French Press. General Picquart, the Minister of War has almost explicitly condemned it, by insisting upon the necessity of a longer period of training for the artillery and the cavalry. He has given it as his view that this training requires at least a third year. Two years' service is popular, and no majority could be got together willing to risk their seats by refusing to support it, so that General Picquart is only preaching to the winds.

A SPOILED BELL.

Faction hate has just wrought in Paris an exploit which deserves general execration. A new bell had been cast for the great church of Montmartre—*La Sacré Coeur*. It was of great dimensions, and was to have been hung last week. "La Sacré Coeur" was the name given to the bell, and the founder was engaged in some preliminary for the hanging when his attention was attracted to facts which involved the utter ruin of his work. The metal had developed a large fissure, and seven holes had been gauged, and afterwards plugged with lead to prevent detection, thus proving that the case was one of malignant injury. If hung in its present condition the bell would give off a cracked sound, and there would be grave danger of its shattering to pieces under the blows of the tongue. There is nothing else to be done but to have it broken up and recast. It is not probable that the perpetrator will ever be discovered.

CUSTOMS RETURNS.

The Customs returns for the first four months of the current year are as follow:—Imports 2,552,114,000 francs, as compared with 1,957,613,000 francs in the corresponding period of 1906, and exports 1,854,000,000 francs as compared with 1,672,437,000 francs in the first four months of last year.

LES CLOCHES.

The task of looking after the municipal clocks of this city is a somewhat formidable one, and costs Paris an average of 90,000 francs per annum. 20,000 francs for the clocks in the offices of the Hôtel de Ville, its annexes, and the communal schools of Paris, and 40,000 francs for those which decorate the *façades* of the public buildings. The contractor for the first lot has to marshal every fortnight a formidable army, who divide into sections the 550 schools, representing 8,000 clocks, and the municipal clocks, which number 3,000. One of the principal watch and clockmakers of Paris usually receives the contract to attend to the winding-up of the timepieces on the outside of the public buildings. They are mostly of delicate mechanism, and are about 50 in all; twenty for the *mairies* or mayoralty, 12 for the educational establishments, 30 for the churches and temples, 3 for the barracks, 2 for the prisons, 2 for the Corn Market and the Market of La Chapelle, one for the Bourse, and one for the St. Bernard Market. All these clocks are supposed to mark the same hour as the Observatory clock, and Parisians, in order to know exactly how time flies are taxed at the rate of two centimes (five centimes equal one *cent*) per head per annum. The Municipality has just asked for estimates for the winding up and supervision of its clocks.

SHIPPING STRIKES.

The shipping strike in this country which represents France's latest trouble, has assumed alarming proportions, so much so that it may be said to have completely paralysed the whole of the French mercantile marine. So successful have the Naval Reservists been in their plans, that work has almost entirely ceased in all the ports. The cause of the *grève* or strike is the new scheme for reservists' pensions, brought forward by M. Thomson, the Minister of Marine, and which is considered to be quite insufficient. At the present moment the minimum pension of Naval Reservists is 200 francs a year, and that of captains 725 francs, both of which are absurdly small. The reservists have agreed in principle to their wages being again decided to enable increased pensions to be granted, and also to the main outlines of a scheme drawn up by M. Jules Siegfried, which would raise the pensions of captains to 1,000 francs or 480 francs, and of the lower ranks to 600 francs a year. Seven months ago, the Minister of Marine in the course of a long interview with the representatives of the Reservists, told them that the Siegfried scale would mean such a heavy charge on the Estimates that he was unable to adopt it. M. Thomson proposed to raise the pensions to 1,000 francs for the captains, and to 450 for the lower ranks, but the reservists considered this insufficient, and decided to strike. The most serious part of the present grave strike lies in the fact that it is the first time that the officers have made common cause with the reservists against the Government. M. Thomson refused to grant the men's requests, being unable to do so, and the reservists refuse to work—hence, the chaotic state of affairs at all French ports, which is causing the greatest inconvenience to foreign shipping.

CONSCRIPTION AND CORRUPTION.

France has had a decoration scandal, when the late President Grévy's son-in-law, M. Wilson, was at the head of it, and the chief investigator, who has now an army exemption scandal to deal with. It has just come to the knowledge of the authorities that a regular and large traffic in these exemptions has been going on for many months, the total transactions amounting to quite a small fortune. The traffic was not in total exemption from service, but applied to men liable to be called up for service in the reserve, and in the territorial battalions. The price was "500" but for those who could pay it, an exemption could be relied upon in certain regions. A preliminary inquiry has been opened, and papers have been seized, but up to the present no arrests have been made.

A COOL STATIST.

Senator Dupuy, at one time, President of the Council of Ministers, and famous as the man who, when the Chamber of Deputies was in the violent panic after Baruchel had thrown his bomb, calmly said:—"Messieurs, let the debate continue!" states that the annual death-rate in France from alcoholism is 15 per thousand, among those engaged in agriculture it is only 9, among miners it is over 13, and 15 among builders. But 21 per thousand is the rate among brewer men, 23 among café and brasserie keepers, and 34 among café and hotel waiters.

THE PETITION WRITTEN IN BLOOD.

The following is the translation in full of the petition written in blood on the subject of the Catholic Church in China by Hsi Chien, an Imperial Classman, Eighth Class of the Plain Biao Banner Force, to Na Tung, Grand Secretary of State.

Sir—I beg most respectfully to offer to your Excellency my humble and earnest statement written in my own blood requesting you to take steps to obtain the administrative control of all the churches in China in order to prevent further hatred and troubles between the Christian and non-Christian Chinese, and also to save China from further parts of her kingdom, and further payments of indemnity to the Foreign Powers as the result of trouble created by the two religious parties.

The causes of the religious troubles which have been so numerous in this empire, and placed the country in such a critical condition, we find are largely due to the protection of the churches in China being entirely in the hands of the foreigners. The two religions—Protestantism and Roman Catholicism—are now prevalent throughout this Empire, but their propagation is, however, not under our control, and the ignorant people are unconscious of what the foreign religions are and consequently do not have any special feelings against them. This has caused trouble between the foreign converts and non-Christian people, and they persecute each other on small provocations. The District officials are mostly inept in holding to the right and proper principles when settling the quarrels of the two peoples, and in most cases they either give partial protection to the non-Christian Chinese or show special and unjust favour to the foreign followers, and the two classes are caused to hate each other more and more. Much more serious cases are always liable to take place.

Moreover, the disorderly Chinese of the lower classes, who are foreign converts take advantage by making the foreign missionaries a means of their protection, and they try to do everything for the foreigners' pleasure. When the missionaries command them to believe in Roman Catholicism, they gladly answer that they believe and the missionaries receive respect and let themselves be elevated by their disorderly followers. These disorderly people consequently become still worse and more effusive in all cases.

It is always the case, when the foreigners give forced protection and the ignorance of the local officials is shown that the bad characters and corrupted gentry of the place take advantage to create more disorders, and the non-Christian Chinese are always the sufferers. They are all managed by the foreign religion followers without being able to get redress before the local Government, and as they have been suffering so much, a serious outbreak is liable to happen with very regrettable results.

Should the local officials always deal with the quarrels of these two peoples impartially, there would be no destroying of churches and no ordering of missionaries or Christian followers. Should the Provincial Treasurer and Judges thoroughly look into the common law suits, and settle disputes in a proper and satisfactory manner, there would be no need for international negotiation with foreign representatives.

It is largely due to the fact that the officials in responsibility are always afraid of dealing with foreign missionaries as if they were tigers and valises. When an outbreak of trouble between the two peoples happens the officials always look into the common law suits, and Christian subjects without looking thoroughly into the matter.

They merely use the subterfuge and the territory of China as a means of satisfying the foreign people. Both the Christian and non-Christian Chinese are the children of China. It is indeed very regrettable that they should disagree in this manner. The outsiders, however, seeing that we do not know how to protect ourselves, seize the opportunity, procure the advantage of getting more portions of land, heavy indemnities under the name of giving protection to the converts.

France has now separated politics and religion and has already sent to the Pope a written notice of such separation, in which she has now washed her hands of the missionaries in the Far East, while Germany and Italy have been trying to give such protection under their respective hands in order to carry out their policies and aims in the East. They have consequently been taking action to get the Pope to acknowledge either of them as taking place of France. The Pope, however, having found out what the policy of Germany and Italy is, has been unfavourable to their overtures. It is to be feared that trouble in the East will be created and peace will not be permitted to exist if the plea of either of the two countries is acknowledged.

The Pope has, therefore, not yet given his consent to the request of either of them, simply because his Holiness is waiting for the application of China and it is to be regretted that our Government has never yet had an idea of making an application in this connection. Should the control fall into the hands of Germany or Italy religious troubles will be of greater extent in China than ever before.

The best policy to forestall this expected trouble is immediately to send a Mission to Rome to request the Pope to appoint some Chinese to be Archbishop and Bishops of China, and put the missionaries of different nationalities in China under them, and we will ourselves have to form a Chinese Christian Association for all the churches and missionaries throughout China and let no other Power render any assistance for the protection of any of the churches in China.

Last year I heard the news that the Bishop of Peking, when he was in audience with the Pope, was instructed by him that politics are politics and religion is religion; they are to be clearly separated, and not to be again confused, and that China protects Christianity in China with her own independent power. But the Bishop in reply to the Pope said that Chinese were unable to maintain the protection of the churches themselves and the Chinese Government regarded the Christians as bad characters. He also asked the Pope for instruction how to manage the case should China again fail to protect all the churches when an outbreak occurred in China in the future. The Pope gave no reply to this question, but he stated that as a rule, should a nation fail to give a proper protection to the religion in the country, the sister countries have to maintain order for her, etc. When the Bishop was about to leave Rome, he applied to the Pope again for a certain number of soldiers for the safeguard of the churches and the Christians in China, but the Pope did not yield to his request.

It is not a proof that the Pope is desirous to let the protection to our Government?

I, being an Imperial Classman, am sad, and unable to stand and see our country in such a situation, and am willing to die for it.

I sincerely hope that your Excellency will show a great mercy to our people by taking steps at once, to arrange with the Grand Government

and Boards for the formation of a National Christian Association in China, and put the control of all the churches and Christians in this country in our hands in order to maintain our Great Tsin Empire (China) in safety for long years to come and also to dispel the suffering of ending further portion after portion of land and the payments of heavy indemnities. Should it be impossible to get the control of the churches in China into our hands after all, I will sacrifice my life for the cause, for I will never be content to see the country overthrown and my fellow-people made slaves of by others. With earnest and strongest expectation. I have the honour to be, Sir Your obedient and faithful servant, HSI CHEN.

THE PROPOSED ANGLO-RUSSIAN AGREEMENT.

The following letter to the *Times* has a finely mixed authority:—
Sir, Speaking on behalf of ourselves, and we believe, a large body of public opinion, we desire to express to you our apprehension at the report that an agreement is being arranged between our Foreign Office and the Government of St. Petersburg.

regard any alliance, understanding, or agreement with the present Russian Government, as equivalent to taking sides against the Russian people in its struggle for constitutional rights and freedom. We think any such agreement is likely to diminish our prestige as the supporters of liberty throughout the world, and to prejudice the Russian people against us when they are strong enough to offer us the national alliance to which we look forward.

For the reasons stated, we regard any arrangement not concluded as dangerous and dangerous, and even if the Russian Government succeeds in suppressing popular liberties, we are unable to place confidence in their pledges for the future, judging from their disregard of past pledges in the case of the Black Sea and Manchuria. Nor does an agreement with regard to Asia only appear to us as a matter of urgent importance when we consider how unlikewise any hostile movement on the part of Russia for a moment may be for some years to come.

We consider that the proposed agreement will have the effect of strengthening the Russian credit and enabling the Government to appeal successfully to Europe for another loan over which the representatives of the Russian people will have no control, and which will be employed only to strengthen the position of the autocracy against them.

We also fear that, relying on this improved credit and closer relations between the Governments, the English people may be tempted to invest largely in Russian Government stock, an investment likely to influence our political attitude towards Russia and other Powers, as is already seen in the case of France.

Finally, we protest against maintaining any but the most distant diplomatic relations with a Government which is, with good reason, suspected of complicity at the recent massacres of Armenians, the devastation of the Caucasus and Baltic provinces, and the recent tortures in Riga. In all these cases, if the atrocities were not directed by the St. Petersburg Government, it is certain that the Government officials who carried them out suffered no penalty, but in many cases were rewarded by promotion.

On these grounds we cannot but condemn an arrangement which, for a very dubious and temporary advantage, places this country in a false position with regard to a liberation movement which, so far as we can forecast the future, is likely to exert the highest influence on the European history of the present century.

Yours faithfully,
L. A. ATHERLEY-JONES, M.P.
J. RAMSAY MACDONALD, M.P.
WILL THORNE, M.P.
J. H. BURNHAM, M.P.
G. BERNARD SHAW.
GEORGE CADBURY.
ROBERT SIOUX WATSON.
EDWARD G. BROWN (Professor of Arabic and formerly Lecturer in Persian, Cambridge).

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—11th July, Sunday, 7th after Trinity. Holy Communion (7.30 a.m.). Matins (11 a.m.). Responses, Psalms, Gospels, Epistles, of the 11th morning; Te Deum, Sanctus, and Agnus Dei. Responses, Psalms, Gospels, Epistles, of the 11th evening; Magnificat and Nunc Dimittis, with a 10 Min. v. Antiphon. "The Right Hand of God." Woodward; Hymns, 302 and 17. Second Lesson, Psalm 73 Verses 1, 2, 11, 12, 21 in unison, Psalm 74 Verses 1, 2, 3, 19, 21 in unison; Voluntary, Chord Song and Fugue—S. S. Wesley.

St. Peter's Church, Queen's Road, West.—Seventh Sun. after Trinity. Holy Communion 7.30 a.m. Morning Prayer 11 a.m. Venite, Alleluia; Te Deum, Sanctus, Benedictus, Gloria; Hymns, 290, 471, 391 and 218. Kyrie. Evening Prayer 6.30. A significant Psalm: Nunc Dimittis, Halleluia. First Lesson, Psalm 29, 121, 33 and 274.

The Church of the Holy Spirit, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6 p.m., returning afterwards). The "Answering Psalm" is the call flag. All the services are free and unaccompanied. Visitors welcome. Books, etc. provided.

Sunday School 10.15 a.m. to 11.45 a.m. UNION CHURCH, Kennedy Road, Sunday 11th July 1907. Preacher The Rev. R. Ellison.

11 a.m. 6 p.m.
Hymn 18 Hymn 161
Psalms 30 Psalm 34
Hymn 325 Hymn 328
291 255

St. Andrew's, Kowloon.—(Robinson Road, near British School). Sunday.—Holy Communion 1st Sunday in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd and 5th Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and 3rd hymn, if necessary) on 2nd Sunday, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday.—Shortened Evening Prayer with address at 6 p.m. "Hymnal Companion" used and provided. All seats are free and the communion of St. Andrew's. Appointed services are reserved up to that time only. Churches before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon (in English) at 10 a.m.

HOCKS AND MOSELLES.

DIRECT FROM, AND BOTTLED BY
LANGENBACH AND SOEHNE. WORMS ON-RHINE.

SPARKLING RED BURGUNDY

DIRECT FROM
GUICHARD-POTHERET & FILS,

CHALON-SUR-SAONE.

SOLE AGENTS—

H. PRICE & CO., LTD.

Price List on Application.

Telephone No. 135.

361

WINE MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

DEGRADED BY THE KAISER

DRAMATIC BANISHMENT OF A ROYAL PRINCE.

An *Express* correspondent writing from Paris on June 12th, says:—

I am informed by a personage closely connected with the German Court that the Kaiser has personally degraded his cousin, Prince Frederic Henry of Prussia, expelled him from the court and army, and banished him for the remainder of his life from Germany.

The Kaiser dictated this severe punishment on receiving substantiated information that Prince Frederic Henry was addicted to certain practices of a perverse character.

Prince Frederic Henry is the old son of the late Prince Albrecht, Regent of Brunswick, and, owing to his near relationship to the Kaiser, he occupied a prominent position at the German court. Like most Prussian Princes, he entered the army, and at the age of twenty-eight he became colonel of the 1st Brandenburg Dragoon Guards.

Recently, when the serious accusations which led to his disgrace and banishment became known, great surprise was caused, because Prince Frederic Henry had gained a name as a regular and devout churchgoer and a most pious member of the imperial family.

When the Kaiser ascertained the nature of the charges made against the Prince, he summoned his young cousin to the palace, and in the presence of several other members of the imperial family and of a group of high army officers, personally performed the ceremony of degradation.

Th Kaiser tore the orders and decorations from the Prince's breast as a token of his formal degradation and expulsion from the army, and then solemnly bade him go.

Prince Frederic Henry hurried into exile, left the imperial palace without another word, hurriedly to his own residence, and left Berlin the same evening for Egypt, and is now said to be living at some remote spot in the Khediv's dominions.

The Kaiser ordered that his cousin's name should never again be mentioned in his presence, and the police received instructions to expel the Prince from the country if he attempts to return to Germany.

Shortly before his disgrace, Prince Frederic Henry was appointed grand master of the knightly Order of St. John, and this appointment had to be cancelled by imperial decree. Prince Frederic Henry's younger brother, Prince Joachim Albrecht, got into trouble last year on account of his intention to marry the actress Marie Seldner, as reported in detail in the *Express* of that date.

Prince Frederic Henry is now thirty-three years of age. He inherited a fortune of approximately £1,500,000 from his father, in addition to extensive estates and a magnificent palace in the Wilhelmstrasse in Berlin.

In the House of Commons last month, Mr. Searles (Lambeth, Brighton) asked the Secretary of State for Foreign Affairs when the next meeting of the Sugar Convention was to take place, whether an opportunity would then be afforded for his Majesty's Government to withdraw from the Convention in 1908; and, if so, whether the Government would consider the desirability of adopting this course.

Sir E. Grey.—The Permanent Commission under the Sugar Convention will meet today. His Majesty's Government have intimated to the contracting States, through the Belgian Government, that they consider that the limitation of the sources from which sugar may enter the United Kingdom, whether by prohibition or by the imposition of consular duties, is incompatible with their declared policy and inconsistent with the interests of British consumers and sugar-using manufacturers (cheese), and that consequently it will be impossible for them to continue to give effect to the provisions of the Convention requiring them to penalise sugars declared by the Permanent Commission to be home-produced. At the same time, we have pointed out that we have no desire to give sugar bounties or to see a revival of such bounties, or to differentiate against beet or foreign sugars. Should the Governments of the contracting States consider that our views can only be met by the complete withdrawal of this country from the convention, we would be prepared to give the necessary notice on the first possible date.

Chambers.—We have, however, intimated that if the other States desiring States prefer to exempt the United Kingdom by supplementary protocol from the obligation to enforce the penal provisions of the Convention, this would render it unnecessary for us to give notice of withdrawal.

Mr. R. Dancow (Lancashire, N. Chesh.) asked whether they were right in understanding that the view of the Government was they disapproved of bounties, but would do nothing whatever to get rid of them.

Sir E. Grey.—If the hon. member will study the answer I have just given, I must leave him to draw his own inference.

Lord Balcarras (Lancashire, N. Chesh.) asked when the despatch would be laid on the table of the House?

Sir E. Grey said that he could not say when the despatch would be laid on the table. The future action of the Government would depend on the view taken by other States of the despatch, but it would be convenient that the despatch should be laid on the table after some conclusion was arrived at.

Lord Balcarras asked whether it was not probable that no decision could be arrived at before the end of next year, and whether in view of the uncertainty created by the right hon. gentleman's answer, it was not desirable to let the views of the Government should be made public promptly?

Sir E. Grey said that the whole gist of the despatch was contained in the answer he had given to the question. If hon. members wished to receive further information after studying the answer additional questions might be asked.

WEIGHING THE BABY

AFTER ITS FIRST BATH WITH CUTICURA SOAP.



Because of its delicate, medicinal, emollient, sanative, antiseptic properties derived from Cuticura, the great Skin Cure, united with the purest of saponaceous ingredients and most refreshing of flower odors, has become the mother's favourite for preserving, purifying, and beautifying the skin of infants and children, as well as for all the purposes of the toilet and bath. Guaranteed absolutely pure, and may be used from the hour of birth.

Waterbury, Conn. Sole Proprietors, Boston, U.S.A. Cuticura Soap Co.

THE ROYAL SIKH.

The following letter from "A Royal Sikh" appears in the "Civil and Military Gazette." Before I say that the Sikh community has no concern in the present agitation and before I say that the Sikhs are loyal to the British Government, as they were before, I would like to convince you that I have got strong reasons for saying so. In the Sikh Scriptures and his stories it is given that it was his high spiritual leader, Guru Teg Bahadur, who proposed and prayed to God that the "topi wala goras" (white-faced Englishmen wearing caps) may come and rule over India.

It is therefore that the Sikhs believe it was by the order of their Gurus that the Englishmen have come to rule over them, and that to uphold the cause of the British Government and to side with them is not only the first and foremost duty upon them, but is also adding glory to the prophetic words of their Gurus.

Good names are of a deceptive, and it may be thought that Ajit Singh, one of the great ring-leaders of this agitation, is a Sikh, but it may be well known to all, and it may be publicly declared by the best of them, that Ajit Singh is not a Sikh, but an Anglo, a non-Sikh. His mere appearance shows that his head is wholly shorn and cropped off, unlike a Sikh. He is only a Sikh in name, for a true Sikh can never, having regard to his scriptural teaching, cherish hostile feelings towards the British "Raj."

THE ENGINEERS.

Where the busy dynamo steadily purr
And a green spark twinkles and spit,
Deep down where the big black shudders blur,
I shudder, and pause, and sit.
The glimmering cranks in a mist of oil
Sweep their giant shoulders heavily round.
And whirling away at the sun's hot toil
The men of the Engine Staff are found.

"Slow Ahead!" on the dials. The spirit moves
In this mighty body of iron and steel.
The links swing forward in shining grooves
I shudder, and pause, and sit.
Hear the first great thrust of the engine's heart,
The long, slow beat of the steady steam,
Hear the first great thrust of the harmony start
Like the phase of a fugue on a troubled theme.
"Half!" on the dials, the answer rings
To the bridge in the dying foam.
While a man with an oil-can goes and sings
Of the "Swanee River" and home.
"Full!" on the dials, the pace is set.
The minutes go thundering by—
Far on the bows the white seas fret.
The siren yelps to the sky:
Watch on watch, and day by day,
Till the voyage is done at the anchors drop,
And the engine ease in the calm, clear bay
And slower run, and slower stop.
—*Pall Mall Gazette.*

Woman sees with a telescope, man with a magnifying glass.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be accompanied by the cash or by order for a fixed period will be continued until countermanded.

Telephone Address: Press, Codes: A.B.C., 5th St. Tel. 101.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

SHAMKIN-CANTON.

TO LET IN SUN LIFE BUILDING, French Concession, Large, Well-lit Offices. G. L. Evans also, if required.

Apply to—**POWELL GRANT**, Hongkong, 13th July, 1907. 1209

HONGKONG AND SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4250, dated Hongkong 9th July, 1907, for 100 Shares of this Bank numbered 14821 to 14830 inclusive registered in the name of **CHENG PO CHU** has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 15th day of August, 1907, a New Certificate for the Shares will be issued, and the above Certificate No. N.S. 4250 will be treated by this Corporation as Null and Void.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th July, 1907. 1210

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th July, will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.**, General Managers.

Hongkong, 12th July, 1907. 1218

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:
Epitome of the Week's News.
Leading Articles.
River Ports.
A Rehearing.
Hongkong Subsidiary Coinage.
Epidemiological.
Overland and Sea.
Hongkong Sanitary Board.
Supreme Court.
Marine Court.
Hongkong Philharmonic Society.
Miscellaneous.
Correspondence.
The Subsidiary Coinage Question.
Visitors from the North.
New Territory Notes.
The Proposed Shanghai Exhibit on.
Wangpoo River Conservancy.
Kwangsi (Amoy) Municipal Council.
A Chinese Opium Dodge.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each or 81 Cents for three copies.
Subscription: \$12 per annum, payable in advance; postage 82.
Hongkong, 13th July, 1907.

COGNAC.

MESSRS. J. E. B. & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronized by connoisseurs throughout Indo-China—
BOUTILLIER, G. B. & Co. 1850
FELIX TILLAT & Co. 1850
GEORGES ROZEAU & Co. 1850
Hongkong, 1st July, 1907. 1152

CHI WO & CO.

LINE OF STEAMERS.

EXCURSION TO MACAO.

TO-DAY (SATURDAY), THE 13TH JULY.

THE Company's Steamship

"HOI SANG," Captain EVANS, will depart from LEUNG WING WHARF at 4 P.M.

Time of departure from MACAO, on SUNDAY, the 14th inst., at 11 A.M.

Lunch and Refreshment supplied on Board.
Hongkong, 11th July, 1907. 1203

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—**B. R.**, Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 918

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF THE TENG CHI TO THE 35TH YEAR OF KWONG SU.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World, unrepresented by Agents on receipt of Money Order.
Hongkong, 3rd October, 1906. 1841

PUBLIC COMPANIES

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong, THIS DAY (SATURDAY), the 13th day of July, 1907, at 12 o'clock Noon, when the subjoined Resolution will be proposed.

That it is desirable to capitalise the sum of \$300,000, being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders of this Resolution at the date of the passing of this Resolution in proportion to the shares held by them respectively, and that the General Managers be and they are hereby authorised to distribute among the shareholders the 20,000 unissued shares in like proportion.

THE TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th July to SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN TOMES & CO., General Managers.
Hongkong, 1st July, 1907. 1153

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of \$150 per Share for the Six Months ending 30th June, 1907, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 11th instant to THURSDAY, the 25th instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th July, 1907. 1156

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$150 per Share for the Six Months ending 30th June, 1907, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from THURSDAY, the 11th instant to MONDAY, the 22nd instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
General Agents for the
WEST POINT BUILDING CO., LTD.
Hongkong, 12th July, 1907. 1205

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that owing to the INCREASE of the BUSINESS of **MESSRS. H. PRICE & CO.**, Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited Liability under the name and style of **MESSRS. H. PRICE & CO., LIMITED**, with Mr. A. R. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm will be received, and paid, by **MESSRS. H. PRICE & CO., LTD.**

H. PRICE & CO., LTD.
H. PRICE & CO.
Hongkong, 1st July, 1907. 1150

NOTICE OF PARTNERSHIP.

NOTICE IS HEREBY GIVEN that **DURAND JAMSETJI TATA, RAJANJI JAMSETJI TATA, and RATANJI DADABHAI TATA** have entered into CO-PARTNERSHIP under the name and style of **TATA SONS & COMPANY** from 1st April, 1907. The current business of their present respective Firms of **TATA & SONS** and **TATA & COMPANY** have been taken up by the New Firm of **TATA SONS & CO.** as from 1st July, 1907.

By Order of the Board of Directors,
10th July 1907. 1195

WANTED

WANTED.

A T. CANTON, a STENOGRAPHER and TYPIST Salary Gold \$900 p.m.

Apply to—"P.", Care of "Daily Press" Office.
Hongkong, 11th July, 1907. 1202

SITUATION WANTED.

A LADY of Experience in Teaching, and holding Diplomas, desires Employment in a Family or School. Branches: English, French, Piano, etc.

Address always to—**Z. B.**, 451 Friedrichstrasse, Tientsin.
Hongkong, 9th July, 1907. 1199

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G at \$6, \$7, \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1771

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 6th March, 1907. 46

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 575

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from **MR. J. MILLER**, to sell by Public Auction,
For Account of **MR. J. R. CAPELL**,
TO-DAY (SATURDAY),
the 13th July, 1907, at 2.30 P.M., at No. 1, Bay View, Kowloon.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

THREE, CONTAINED,
Comprising:—**DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE TOP WASHSTANDS, OVERMANTLES, DRESSING TABLES with Bevelled Glass, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with Bevelled Glass, DINNER WAGGONS, a Quantity of BLACKWOOD WARE, PICTURES, &c., &c., &c.**
Catalogues will be issued.
Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 9th July, 1907. 1191

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
FOR ACCOUNT OF **MR. J. R. CAPELL**,
ON MONDAY,
the 15th July, 1907, at 2.30 P.M. at No. 25, Wyndham Street.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

THREE, CONTAINED,
Comprising:—**DOUBLE BRASS MOUNTED BEDSTEADS with WIRE MATTRESSES, MARBLE TOP WARDROBES with Bevelled Glass, MARBLE TOP WASHSTANDS, SILK EMBROIDERED SCREENS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Bevelled Glass, GLASS, CROCKERY and E.P. WARE, OIL PAINTINGS, BRUSSELS CARPET, &c., &c., &c.**
On view on SATURDAY the 13th July.
Catalogues will be issued.
Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 12th July, 1907. 1206

FOR SALE

FOR SALE.

CHESTNUT WATER MARE, very quiet, and a splendid hack.

Apply to—**MANAGER**, Kennedy's Horse Repository.
Hongkong, 8th July, 1907. 1180

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong Canton and Macao Steamship Company's Wharf at Tsimshatsui, the river. The lots contain by measurement 50 "changs" or thereabouts. This land can be seen at the Office of the Undersigned.

For further particulars, apply to **GOLDING & BARKLEY**, Solicitors, 10, Queen's Road Central.

Hongkong, 22nd May, 1907. 979

COLLECTIONS OF USED POSTAGE STAMPS

IN PACKETS
ASIAN STAMPS MIXED STAMPS
100 for \$0.80 500 for \$3.00
150 " 1.75 1000 " 13.00
200 " 3.50 1500 " 25.00
250 " 5.75 2000 " 35.00
275 " 9.00 3000 " 55.00

Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS and other Philatelic Goods Inspection invited.
GRACA & CO.
Hongkong Hotel Corridor.
1145

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 at PLAYA EAST. Approximate AREA 3,600 SQUARE FT. 399 YEARS' LEASE. For Particulars apply to—**GEO. BENWICK & Co., Ltd.**
Hongkong, 8th June, 1906. 1106

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 27th February 1907

ON SALE.

A TABLE of THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.

Price: 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE at "BRAHME"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—**Mrs. F. W. WATTS**, "Brahmeh", 20, Macdonnell Road (adj. "Tang Yuen").
Hongkong, 27th June, 1906. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT", 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 604

TO LET

TO LET.

NO. 3, CENTURY CRESCENT, Kennedy Road.
Apply to—**J. R. MICHAEL**, No. 1, Prince's Building.
Hongkong, 31st May, 1907. 1007

TO LET.

POSSESSION FROM 1ST APRIL.
2 Semi-attached HOUSES, Nos. 139 and 140, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.

Apply to—**CHUNG CHINAM**, Yau On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. 482

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—**COMPRADORE'S DEPARTMENT**, Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. 97

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—**SECRETARY**, A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 1809

TO LET.

NO. 1, WEST END TERRACE, Shamshau Canton.
Apply to—**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st July, 1907. 1191

TO LET.

"BERIL" NO. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to—**H. M. H. NEMAZEE**.
Hongkong, 20th May, 1907. 992

TO LET.

NOS. 3 & 5, CARNARON VILLAS, Kowloon.
Apply to—**HEWAN & Co.**, No. 15, Connaught Road, West.
Hongkong, 1st May, 1907. 324

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to—**REUTER, BROECKELMANN & Co.**, Nippon Yusen Kaisha.
Hongkong, 23rd April, 1907. 735

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—**JARDINE MATHESON & CO., LTD.**
Hongkong, 24th June, 1907. 1104

TO LET.

WITH POSSESSION FROM 1ST JUNE—IN WANCHAI ROAD:
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.
Apply to—**ARRATON V. APCAR & Co.**, 45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
No. 38, CAINE ROAD.
Auction Rooms, No. 2, Zetland Street.
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Apply to—**LEIGH & ORANGE**, 1, Des Vaux Road.
Hongkong, 11th July, 1907. 94

TO LET.

"STONEHEVED" 35, Robinson Road.
Nos. 52, 57 and 59, CAINE ROAD.
Nos. 27, 33 and 35, SEYMOUR ROAD.

Apply to—**SAN WANG CO., LTD.**, 81, Queen's Road Central.
Hongkong, 11th July, 1907. 1103

TO LET.

FROM 1ST JULY.
LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to—**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st July, 1907. 809

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Apply to—**CHERUE VILLE**, a fine Bungalow, Near Observatory Villas. Cheap Rental.

Apply to—**ARRATON V. APCAR & Co.**, 45, Wyndham Street.
Hongkong, 20th June, 1907. 880

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st July, 1907. 1192

TO LET

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants.

BEACONSFIELD ARCADE, Fine Offices and Dressing Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Oakleaf MacGregor).

BELLILIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3 and 4, ALBANY, No. 8, BELLILIOS TERRACE, Corner Horse, 1st Row.

No. 6, DES VEAUX VILLAS (PEAK), No. 1 and 2, BEACONSFIELD ARCADE.

Apply to—**LINSTEAD & DAVIS**, 3rd Floor, Alexandra Buildings.
Hongkong, 1st July, 1907. 1102

TO BE LET.

SHAMKIN-CANTON, No. 24. From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.

Apply to—**JEBSEN & CO.**
Hongkong, 10th July, 1907. 1197

TO LET.

3 STORED GODOWN No. 127, Wanchai Road.

Apply to—**REUTER, BROECKELMANN & Co.**, Prince's Building.
Hongkong, 27th June, 1907. 1126

TO LET.

No. 6, CAMERON TERRACE, Kowloon.

APOLLO



THE IDEAL ATHLETE

SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"Apollo" tells how to avoid wasted effort.

"APOLLO," the ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. "Eos" Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in such the same words as "Apollo." Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with the marvellous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fog.

"APOLLO" writes: "When I left South America, some six years ago, I had a bad attack of sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially here I found it give relief in the tired feeling, caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this, Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Loss of Sleep	Backache	Stomach Disorders	Influenza
Headache	Mental Exhaustion	Brain-Pain	Headache
Rheumatism	Premature Decay	Sleeplessness	Hysteria
Indigestion	Nervous Debility	Exhaustion	Faintness

and all disorders consequent upon a reduced state of the nervous system.

THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.



The Remedy of Kings

Phosferine has been supplied by Royal Commands.

To the Royal Family
H.M. the Emperor of Russia
H.M. the King of Greece
And the Principal Royalty and Aristocracy throughout the world.
Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.
Price in Great Britain, bottles of 1/6 and 2/6. Sold by all Chemists, Stores, &c.
The 2/6 also contains nearly four times the 1/6 size.

USE ONLY and USE ALWAYS

ATKINSON'S

MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

LEA and

PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



INDO-CHINA S. N. CO. LTD.

The full text of the twenty-fifth annual report of the board of directors of the Indo-China Steam Navigation Company Limited was as follows:—

The Board of Directors now submit their Report and Statement of Accounts for the year 1906.

The adverse conditions of trade mentioned in the last Report unfortunately continued in an accentuated form during 1906, and the superabundance of tonnage on the Coast caused low rates of freight throughout the year, the relief by homeward clearance being slow in reducing competition. There has since, however, been considerable reduction in shipping by diversion elsewhere, and a return to more normal conditions is now taking place as it did when over-supply after the China-Japanese War in 1896 required time for dispersion.

A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property, but the steamers of the Company fortunately escaped with but little injury. Indeed during the year no serious casualty has occurred, and the underwriting account has the substantial balance of £270,000, 13s. 7d. at its credit.

The Directors, notwithstanding the difficulties of the year have again allocated a very large sum to the depreciation of the fleet (£72,833) which has been provided by transfers from exchange and underwriting account, and from the general reserve fund, and after meeting all expenses for the year, there remains a balance of £16,109, 11s. 3d., out of which the Directors recommended the payment of a dividend of 2 1/2 per cent., and to carry forward the sum of £1,691, 14s. 3d. to 1907.

The "Loong Wo," a steamer constructed by the Hongkong and Whampoa Dock Company for the Company's Yangtze service, has been added to the fleet, and since the closing of the accounts for the year 1906, the small steamer "Columbia" has been sold. Making the gross tonnage of the fleet stand at 57,360 tons.

In order to amend and modernize the articles of Association, they have been revised, and the capital of the Company, formerly represented by £10 shares has been divided into equal multiples represented by preferred ordinary shares, which carry a cumulative dividend of 6 per cent. and deferred ordinary shares. The alterations were duly authorized at meetings specially convened for the purpose.

The Directors propose shortly to make an issue of debentures in order that the indebtedness of the Company may be consolidated, particulars will be sent to shareholders and an opportunity afforded them of participating in the issue.

The retiring Director is Mr. W. Paterson, who is eligible and offers himself for re-election. As mentioned at the last meeting, the Directors invited Mr. William Watson Dickson to join the Board, and his appointment requires confirmation. There is still a vacancy on the Board, to fill which a candidate will be proposed at the meeting.

Messrs. Tarquand, Youngs & Co., the auditors, retire and will be proposed for re-election.

By order of the Board.

A. G. WELLS,

Secretary.

19, Cornhill London,

24th June, 1907.

BALANCE SHEET, at 31st December, 1906.

LIABILITIES.

To share capital—Authorized £1,200,000	
First issue 10,000 shares each £10	100,000
Unpaid £15,581,000 (the full amount paid up)	15,581,000
To balance of underwriting account	27,000 13 7
To general reserve fund	6,900 0 0
To sundry creditors in London and China	55,760 5 7
To bills payable	61,558 6 8
To loans	12,200 0 0
To sundry debtors in London and China	7,044 11 0
To balance from reserve account	16,991 19 3
	£1,511,215 19 7

ASSETS.

By steamships, hulks, &c.	£1,135,817 10 3
Less depreciation write	72,833 0 0
Cost of fleet for this year	72,833 0 0
	1,062,984 10 3
By coal and provisions on board ships and in godowns	12,630 14 10
By office furniture	58 1 10
By sundry debtors in London and China agents' balances, freights, &c.	76,181 6 11
By cash in London and China	2,369 3 9
	£1,154,215 19 7

REVENUE ACCOUNT for year ending 31st December, 1906.

To general charges and telegrams in London and China, including direct	5,929 13 11
To agents' commissions	72,833 0 0
On steamships, &c.	3,000 0 0
To income tax account	3,000 0 0
To interest account	11,705 4 8
To balance transferred to balance sheet	16,991 19 3
	£109,636 12 10
By balance brought forward	£1,154,215 19 7
From 1905	27,247 1 1
Less dividend paid	24,794 19 0
	2,452 11 1
By net earnings of steamers for the year and amounts transferred from the underwriting account (£37,637) and from the exchange and general reserve fund	107,186 6 9
By transfer from	27 12 0
	£109,636 12 10

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 12th July, 1907:—We have but little improvement to report in the volume of business transacted during the past week, but a distinctly better feeling has prevailed, and at the close a very fair enquiry for investment purposes exists. Rates generally show no material change, but close on the whole with a firmer tenor. Exchange on London is quoted to-day at 2s. 2 1/2d. T.T. and in Shanghai at 73 T.T.

BANKS.—Hongkong and Shanghai are steady at 680, ex new issue, and at 532 1/2 new issue, the latter with sales and probable further sellers. London is unchanged at 175 ex new issue and at 220 for the new issue 4 1/2 paid up. Nationals are unaltered at 85 1/2.

MARINE INSURANCES.—Unions have advanced, and are in request, at 87 1/2. North Chinas have booked at 75 and are still obtainable at the rate. Yangtze have improved to 80 at which shares in small quantities are wanted. Canton have been booked at 82 1/2, and there are further buyers.

TELEGRAPHIC.—China have been fixed at 88 and 88 1/2, and more shares are wanted at the former rate. Hongkong are still obtainable at 33 1/2, after sales at the rate.

SHIPPING.—Hongkong, Canton and Maeros are easier with sellers at 330. Sales of Indos have been effected at 860 cum div., and at 867 ex div., closing with probable buyers at the latter rate. Douglas have sold and are in further request at 341. S.I.T. Tausports are quoted at 4 1/2 ex div., at which the market closes with probable sellers.

REFINERIES.—China Sugars are quiet at 150 1/2, after reported sales at that rate, and Luzons at 82 1/2, the latter with sellers.

MIXING.—Charbonnages are unchanged with buyers at 48 1/2. Baux have been booked at 88, and 88 1/2, and are in further request at 86.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks have declined to 10 1/2, at which rate sales are reported to have been effected, the market closing with probable buyers at the rate. Hongkong and Whampoa Wharves have been booked at 87 1/2, and more shares are available at 87 1/2. New Wharves Docks continued in request at 11 1/2. Shanghai Docks are steady at 75, 76, and Shanghai and Hongkong Wharves at the advanced rate of 75, 225. LANSBY, HOTELS AND BUILDINGS.—Hongkong Lands have sold, and have further sellers at 10 1/2. An interim dividend of 2 1/2 per share is payable on the 25th instant. Kowloon Lands have sold and are in further request at 37. West Point is firmer with probable buyers at 850. An interim dividend of 32 per share is payable on the 29th instant. Humphreys' Estates have sold and have further sellers at 13 1/2.

COTTON MILLS.—Quotations are unchanged, and we have no business to report.

MISCELLANEOUS.—B.L.P. Advantages are enquired for at 57. China Baux have sold and are in further request at 80. Cement has improved to 117 ex the dividend of 50 cents per share paid to day. Electric have been booked and more shares are on offer at 143. Indos have been booked at 82 1/2, and close firm at the rate. China Light and Powers are wanted at 80, and Watsons at 81 1/2. Powells are still obtainable at 88.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 12th at 12:05 p.m.—The barometer has fallen moderately over China and the Philippines.

A shallow area of low pressure appears to be lying over the Lower Yangtze, and pressure is low also over the Pacific to the E. of Luzon.

No depression lying in the Sea of Japan yesterday, is moving into the Pacific to the N.E. of Japan.

Moderate S. and variable winds are likely to prevail in the Formosa Channel, and light or moderate variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S.W. winds, moderate, fair to showery.
Formosa Channel	S. or variable winds, moderate.
South coast of China between Hongkong and Lamoochi	Same as No. 1.
South coast of China between Hongkong and Tsinan	Same as No. 1.

Mosquitoes Avoid

the presence of Carbolic that is why the use of

Calvert's 20% Carbolic Soap

has been found such an excellent protection against the attacks of these and other insects. It imparts also a delightful freshness to the skin, and, of course, is powerfully antiseptic, an advantage readily appreciated in warm climates.

Sold by Local Chemists and Storekeepers.

Made by F. G. Calvert & Co., Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET

Removes all ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING during the summer.

Bottles 1/6, 1/3, and 2/6 each.

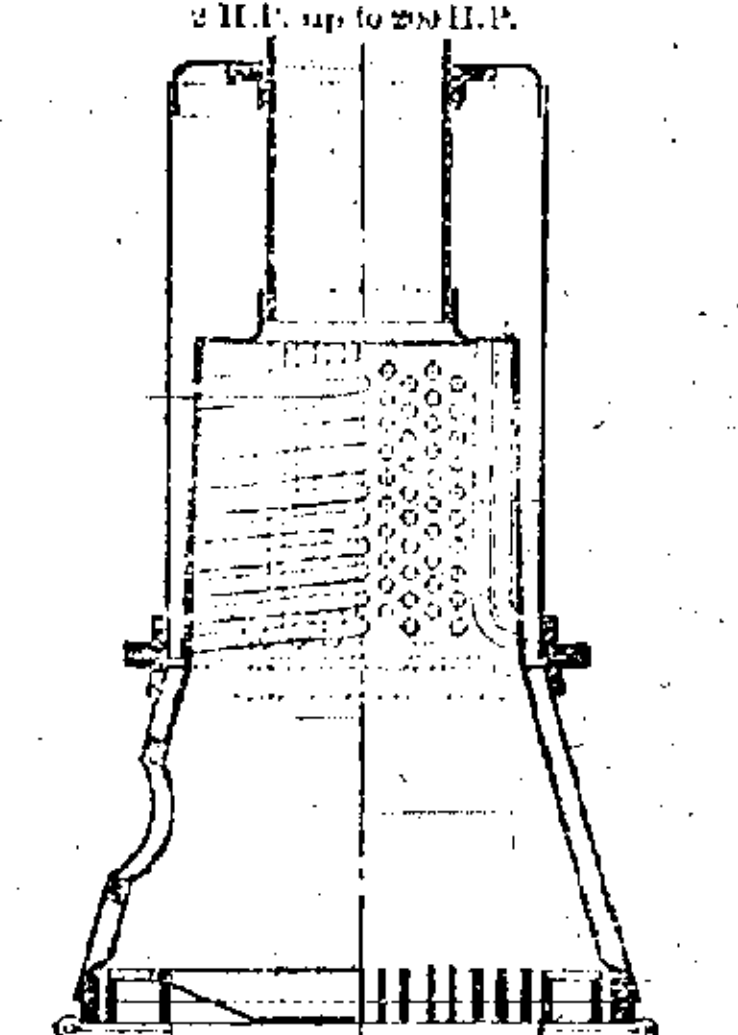
M. BEETHAM & SON, Cheltenham.

CLARKE'S B. 41. PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

MERRYWEATHER'S

LIGHT WATER-TUBE BOILERS. Specially adapted for every purpose requiring extreme Lightness and Portability. 2 H.P. up to 20 H.P.



Supplied in batteries where more than 200 H.P. required.

Arranged for burning Wood, Coal or Oil Fuel.

Write for Illustrated Pamphlet 8222.

MERRYWEATHER & SONS, 65, LONG ACRE, LONDON, W.C.

1137-3

The Finest Scotch Oats

deprived of every particle of HUSK and FIBRE

combined with PLASMON

(the concentrated nourishment of fresh milk).

Only four minutes' boiling required, to make DELICIOUS PORRIDGE

PLASMON OATS

6d. per packet.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

A METAL SEAL advertising CLETEAS.

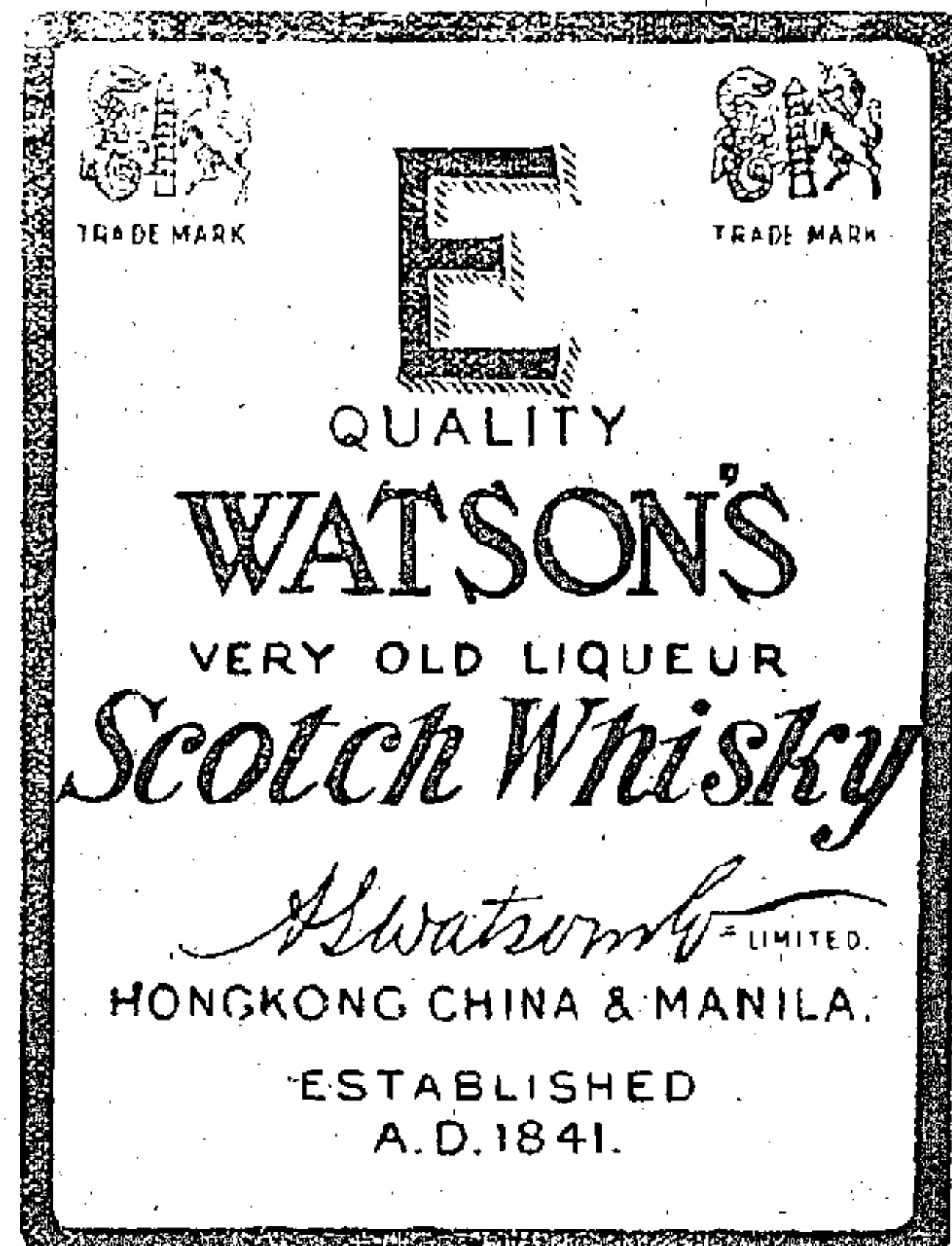
CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar. COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDERBECK, MACGREGOR & Co., HONGKONG.

NEW LABEL

FOR

WATSON'S "E" WHISKY



NOTE.—The BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER "E" LITHOGRAPHED IN BLACK; ALSO SHADINGS IN GOLD; WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK. THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE.

SECOND HAND TYPEWRITERS.

SELECTION OF VARIOUS MARKS

AT

PRICES RANGING FROM \$50 UPWARDS.

PURCHASER WILL HAVE THE OPTION OF

CHANGING FOR OLIVER'S WITHIN NINE MONTHS

When full amount paid for Second Hand Machines will be deducted from Price of New Machine.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDING.

Hongkong, 10th July, 1906.

(1055)

ON SALE. THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00
Small ... 5.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
Mounted on Card ... 30 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press Office Hongkong, 26th January, 1907.

SHIPPING

ARRIVALS
 "PREFECT", Norwegian str., 301, Olat Andersen, 12th July - Hongkong 9th July. Coal - Aguard, Thomson & Co.
 "MAIAN", French str., 377, Andersen, 12th July. Holborn 11th July. General - A. R. Marj.
 "KUMSANG", British str., 3078, E. J. Buller, 11th July. Calcutta via Singapore 8th July.
 "General", Japanese str., 3078, E. J. Buller, 11th July. Calcutta via Singapore 8th July.
 "Shosha", Japanese str., 3078, E. J. Buller, 11th July. Calcutta via Singapore 8th July.
 "Amoy", and "Swallow", 11th July. General - Osaka Shosen Kaisha.
 "SUNAI", German str., 307, Schiackier, 12th July. Halber 11th July. General - Johnson & Co.
 "SIBERIA", German str., 340, Balke, 12th July. Shanghai via Hongkong 7th July. General - Hamburg-Amerika Linie.
 "TAMING", British str., 1351, A. W. Oller, 12th July. Halber 11th July. General - Johnson & Co.
 "WIKONG", British str., 1527, Walker, 12th July. Halber 11th July. General - Johnson & Co.
 "Yamato", British str., 12th July. General - Johnson & Co.

CLEARANCES
 At the Harbour Master's Office.
 12th July.
 "Atlantic", American str., for Manila.
 "Hiro", Japanese str., for Yokohama.
 "China", British str., for London.
 "Globe", British str., for London.
 "Hiro", Japanese str., for Yokohama.
 "Kronos", British str., for London.
 "Nippon", Japanese str., for Yokohama.
 "Pinto", Norwegian str., for London.
 "Rubi", British str., for London.
 "Yamato", British str., for London.
 "Zoro", British str., for London.

DEPARTURES
 12th July.
 "C. DORRICH", German str., for Halber.
 "Toro", British str., for Amoy.
 "MAIAN", British str., for London.
 "Nippon", Japanese str., for Yokohama.
 "Pinto", Norwegian str., for London.
 "Rubi", British str., for London.
 "Yamato", British str., for London.
 "Zoro", British str., for London.

SHIPPING REPORTS
 The British str. "Waggon" reports: Moderate onshore throughout.
 The British str. "Tadpole" reports: Light variable winds and fine clear weather, with squalls.
 The Norwegian str. "Pinto" reports: Light southerly wind and light weather during the voyage.
 The British str. "Kronos" reports: Light variable winds and smooth sea with fine clear weather.

VESSELS IN DOCK
 July 12th.
 "Aberdeen", British str., for London.
 "Kowloon", British str., for London.
 "COSMOPOLITAN", British str., for London.

VESSELS ON THE BERTH
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HALMUN".
 Captain A. J. Robinson will be despatched for the above Port on MONDAY, the 15th inst., at 3 p.m.
 For Freight or Passage, apply to
 DOUGLAS, LAPELLE & Co.,
 General Managers.
 Hongkong, 11th July, 1907. 1207

FRENCH MAIL STEAMERS
 STEAM FOR SAIGON
 SINGAPORE, BATAVIA,
 COLOMBO, CALCUTTA
 BOMBAY, ADEN,
 DJIBOUTI, EGYP,
 MARSEILLES, LONDON
 HAVRE, BORDEAUX
 MEDITERRANEE
 AND BLACK SEA PORTS

THE Steamship
 "BERNEST SIMONS".
 Captain Girard will be despatched for MARSEILLES, on TUESDAY, the 23rd July, at 1 p.m.
 This Steamer connects at Colombo with the Australian line to "Dumby", bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings as follows:
 S.S. "TONKIN" 6th Aug.
 S.S. "SALAZIE" 20th Aug.
 S.S. "TOLYNEST" 3rd Sept.
 S.S. "TOURANE" 17th Sept.
 S.S. "AUSTRALIE" 1st Oct.
 S.S. "NINA" 15th Oct.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 11th July, 1907. 2

FOR NEW YORK
 Captain Dobronz will be despatched for the above Port on or about MONDAY, the 29th July, 1907.
 For Freight, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 9th July, 1907. 1198

THE Steamship
 "VERONA".
 Captain Dobronz will be despatched for the above Port on or about MONDAY, the 29th July, 1907.
 For Freight, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 9th July, 1907. 1198

報新外中港香
 CHUNG NGOI SAN PO
 (Chinese Daily Press)
 is the oldest and still immovably the best medium for Advertising among the Native Community.
 Established for nearly FIFTY YEARS
 Circulates largely throughout Southern China, Indo-China, etc.
 Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road (Central, Hongkong, 131, Cecil Street, London, or from the different Agents.
 Documents translated from or into Classical or Colloquial Chinese.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	CHINA	Brit. str.	—	E. Street	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, HAVRE & AMSTERDAM	C. FRED. LAEISZ	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 16th inst.
MARSEILLES, LONDON & ANTWERP	SYRIA	Brit. str.	—	—	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, AC. VIA PORTS OF CALL	ERNEST SIMONS	Franch. str.	—	D. C. Gregor, R.N.R.	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN &c.	CATHAY	Dan. str.	—	Girard	MELCHERS & Co.	End of Aug.
MARSEILLES, HAVRE & COPENHAGEN	SCHROEDER	Dan. str.	—	—	MELCHERS & Co.	Middle of Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SPITZIA	Ger. str.	k.w.	Brock	HAMBURG-AMERIKA LINIE	On 23rd inst.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 24th August
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAERBERG	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 7th August
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	PREUSSEN	Ger. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 4th Sept.
TRIESTE &c. VIA SINGAPORE, &c.	NIPPON	Ger. str.	—	Nathrath	MELCHERS & Co.	On 17th inst., at Noon
NEW YORK	VANDALIA	Ger. str.	—	E. Tarabochia	SANDER, WIEDER & Co.	On 21st inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN &c.	ABENLOUR	Am. str.	—	Franch	SHEWAN, TOMES & Co.	On 20th inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	VERONA	Ger. str.	—	Dobronz	CARLOWITZ & Co.	About 20th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ANTHONY	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at Noon
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 1st Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	SHAMMUT	Am. str.	—	E. V. Roberts	TOYO KISEN KAISHA	About 7th Aug.
AUSTRALIAN PORTS VIA TIMOR	KATHERINE PARK	Am. str.	—	—	MELCHERS & Co.	On 13th inst.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	J. Minssen	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	—	Helms	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. D. Brown	MELCHERS & Co.	About 20th inst.
YOKOHAMA AND KOBE	TIRODAS	Dan. str.	—	W. von Senden	MESSAGERIES MARITIMES	Second half of July
YOKOHAMA AND KOBE	WAIRING	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 15th inst., at 4 p.m.
YOKOHAMA AND KOBE	ZIKTEN	Ger. str.	—	F. Prosch	MELCHERS & Co.	About 17th inst.
YOKOHAMA AND KOBE	SHOSHI MARU	Jap. str.	—	M. Nemoto	OSAKA SHOKEN KAISHA	On 18th inst., at 9 a.m.
YOKOHAMA AND KOBE	SUNDA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	About 19th inst.
YOKOHAMA AND KOBE	MARCELES	Ger. str.	—	G. M. Montford, R.N.R.	HAMBURG-AMERIKA LINIE	On 21st inst.
YOKOHAMA AND KOBE	SCHROEDER	Dan. str.	—	—	MELCHERS & Co.	Middle of Aug.
YOKOHAMA AND KOBE	NANCHANG	Brit. str.	—	J. Warrack	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOHOW	Brit. str.	—	A. J. Brown	BUTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
YOKOHAMA AND KOBE	HAIMUN	Brit. str.	2 h.	E. Forsyth	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
YOKOHAMA AND KOBE	KIDRIANG	Brit. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
YOKOHAMA AND KOBE	JOHN MARU	Jap. str.	—	H. S. Smith	OSAKA SHOKEN KAISHA	To-morrow, at 9 a.m.
YOKOHAMA AND KOBE	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	To-day, at Noon.
YOKOHAMA AND KOBE	TAMING	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 16th inst., at 4 p.m.
YOKOHAMA AND KOBE	ZAPINO	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
YOKOHAMA AND KOBE	KAPONG	Brit. str.	—	Finlayson	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA AND KOBE	CHIRLI	Brit. str.	—	Imbrey	BUTTERFIELD & SWIRE	On 16th inst., at D'light
YOKOHAMA AND KOBE	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	About 23rd inst.
YOKOHAMA AND KOBE	HOFBANG	Brit. str.	—	J. M. Hay	CARLOWITZ & Co.	To-day, at 3 p.m.
YOKOHAMA AND KOBE	ISCHIA	Ital. str.	—	Dini	CARLOWITZ & Co.	On 15th inst., at Noon.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SINGAPORE
 "HOBANG" ... Saturday, 13th July, 3 p.m.
 "WAISHING" ... Monday, 15th July, 4 p.m.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore, 1st Class, Single \$ 65. Return \$100.
 "Penny" ... 65.
 "Calcutta" ... 125.
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.
 General Managers.
 Hongkong, 13th July, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 13th July, Noon.
ZAPINO	2540	A. Fraser	Manila	On 20th July, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & Co.,
 GENERAL MANAGERS.
 Hongkong, 13th July, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ABENLOUR" ... On 23rd August.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 13th July, 1907. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
 RUSSIAN EAST ASIATIC CO., LTD.,
 ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & BALTO PORTS	"CATHAY"	End of August
SHANGHAI, YOKOHAMA, KOBE	"SOTRUDNIK"	Middle of August
SHANGHAI, YOKOHAMA, KOBE	"TRANQUEBAR"	End of August
MARSEILLES, HAVRE, COPENHAGEN	"SOTRUDNIK"	Middle of Sept.

For Further Particulars, apply to
 MELCHERS & Co.,
 AGENTS.
 Hongkong, 13th July, 1907. 9

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHEINANIA", "HAMBURG" and "HOHENSTAUFEN". These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

OUTWARD	HOMEWARD
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG
HAMBURG ... 1st August	SCANDIA ... 7th August
RHEINANIA ... 1st September	HAMBURG ... 4th September
HOHENSTAUFEN ... 1st October	RHEINANIA ... 4th October
SILESIA ... 2nd November	

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD	NEXT SAILINGS HOMEWARD
SAXONIA ... 18th July	FOR SHANGHAI, KOBE & YOKOHAMA ... 18th July
MARCELLUS ... 21st July	FOR SHANGHAI, KOBE & YOKOHAMA ... 21st July
WIK ... 28th July	FOR SHANGHAI, KOBE & YOKOHAMA ... 28th July
HAMBURG ... 1st Aug.	FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Aug.
SLAVONIA ... 14th Aug.	FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.
LIBERIA ... 26th Aug.	FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTO PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIAN PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
SHAWMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	8th Sept.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures standees at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 13th July, 1907. 7

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHINA".
 Capt. E. Street, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 13th July, at Noon taking passengers and cargo for the above ports in connection with the Company's ss. "MOULTAN", 9,600 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valances, all cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "CHINA" due in London on the 13th Aug., 1907.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 1st July, 1907.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).
 STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
 Having connection with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MOUNT BANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAHAMA, also BARCELONA, VALENCIA, ALICANTE, ATLANTICA and MALAGA.)

THE Steamship

"ISCHIA".
 Captain Dini, will be despatched as above on MONDAY, the 15th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 11th July, 1907. 4

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO and IQUIQUE VIA JAPAN PORTS.

With option to Call at Mexican and other Coast Ports.

Steamers Tons About
 "KATHERINE PARK" 4,900 18th July.
 "KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager,
 York Building.
 Hongkong, 1st July, 1907. 10

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the BRAZILS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"NIPPON".
 Captain E. Tarabochia, will be despatched as above on SUNDAY, the 21st July, at Noon.
 This Steamer has capital accommodation for passengers, electric light, and carries a doctor.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 5th July, 1907. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at TIM H. PORT, DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELIADE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE".
 Captain Helms, will be despatched as above on SATURDAY, the 27th July, at Noon.
 This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th July, 1907. 1172

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
 For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents.
 Hongkong, 25th June, 1907. 787.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR LONDON VIA USUAL PORTS (CHINA, INDIA, AUSTRALIA, SOUTH AFRICA, ETC.) TO SAIL. REMARKS.

Of Call. Capt. E. Street. Noon, 13th July. See Special Advertisement.

MASSILLON, LONDON, and SYRIA. About 17th July. Freight and Passage.

ANTWERP. Capt. D. C. Gregor, R.N.R. July.

SHANGHAI, MOJI, KOBE, SUNDAY, and YOKOHAMA. About 18th July. Freight and Passage.

Capt. G. M. Montford, R.N.R.

For further Particulars, apply to

R. A. HEWETT,
Superintendent.

Hongkong, 13th July, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR STEAMERS TO SAIL.

CEBU and ILOILO. On 13th July, Noon.

SWATOW and SHANGHAI. On 14th July, 9 A.M.

MANILA. On 16th July, 4 P.M.

NINGPO and NEWCHOW. On 16th July, 4 P.M.

SWATOW, CHEFOO, and TIENTSIN. On 16th July, 4 P.M.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. On 18th July, 4 P.M.

"CHINGTUNG" On 3rd August, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Sailing 3 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Proposed Sailings (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 17th July	10th August
"EMPERESS OF INDIA"	6,000	THURSDAY, 1st Aug.	18th August
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 14th Aug.	7th Sept.
"EMPERESS OF CHINA"	6,000	THURSDAY, 29th Aug.	16th Sept.
		WEDNESDAY, 11th Sept.	24th Oct.
		THURSDAY, 26th Sept.	10th Oct.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers, 240; 1st Class Railways, 242.

R.M.S. "EMPERESS OF INDIA," "ATHENIAN" and "EMPERESS OF JAPAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and around the world.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Trade Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 14th July, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU" Capt. M. Nemoto	TUESDAY, 16th July, at 9 A.M.

These Steamers have excellent accommodation, for First and Second Class Passengers, and fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th July, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	"PREUSSEN" Capt. C. Nahrath	Wed'day 17th July, a Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ZIETEN" Capt. F. Prosch	About Wed'day 17th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA" Capt. Minssen	Thursday, 18th July, at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von Senner	About Friday 23th July.
SANDAKAN	"BORNEO" Capt. F. Semhill	About Sunday 29th July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th July, 1907.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.

FRESH WATER AND ICE, SHIP'S STORES AND PROVISIONS at Moderate Prices.

Extensive Dock available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

S.S. "TONKIN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Matapan" from Havre or s.s. "Le Préident Loyer" from Bordeaux ex s.s. "Le Préident Loyer" in connection with above Steamer hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th July, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th July, 1907.

NOTICE TO CONSIGNEES

THE H. A. L. Steamship
"AMBRICA"
Captain Schevingham, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong 8th July, 1907.

NOTICE TO CONSIGNEES

THE H. A. L. Steamship
"SCANDIA"
Captain von Dohna, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th July, 1907.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"DELHI"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:

From London, &c. ex s.s. "Mimalaya"

From Persian Gulf ex B. I. S. N. & B. A. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Cargo not cleared by the 17th July, at 4 P.M., will be subject to rent and landing charges.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1907.

NOTICE TO CONSIGNEES

BEN LINE OF STEAMERS
NOTICE TO CONSIGNEESS.S. "BENVORLICH,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1907.

NAVIGAZIONE GENERALE
ITALIANA
Florida and Rubattino United Companies.

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE
THE Steamship
"ISCHIA"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 A.M.

No Fire Insurance has been effected.

CARLWITZ & CO.,
Agents.

Hongkong, 10th July, 1907.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK."
A. B. C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	961 "
Width of Entrance on Bottom...	884 "
Water on Blocks at Spring Tide...	344 "
DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	77 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	61 "
DOCK No. 2.	
Extreme Length...	371 feet.
Length on Blocks...	354 "
Width of Entrance on Top...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "CUBA-MARU" (712 tons, 700 I.H.P.) a specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for service.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the NATAL LINE NAVIGATION Co.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPES every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAPPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alicia, despatch-boat, 1700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham, Hongkong.

Astraea, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Captain C. L. Vaughan-Lee, Manila.

Bedford, British cruiser, 19th April—Singapore.

Britannia, gunboat, 710 tons, 100 h.p., Lieut. W. L. Bamber, Yangtze.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Mayne, Shanghai.

Chia, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong.

Diadem, 1st class cruiser, 11000 tons, 16 guns, 16500 h.p., Capt. Raper, Hongkong.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 3700 h.p., Lieut. Comdr. Gresson, Hongkong.

Flora, 2nd class cruiser, 1950 tons, 10 guns, 7000 h.p., Capt. Dalton, Hongkong.

Hardy, torpedo-boat destroyer, 260 tons, 6 guns, 4000 h.p., Lieut. Comdr. Cox, Hongkong.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4000 h.p., Lieut. Comdr. P. Henniker, Hongkong.

Jana, torpedo-boat destroyer, 280 tons, 6 guns, 3900 h.p., Lt. Comdr. Darwall, en route Hongkong.

Kent, armoured, 9800 tons, 14 guns, 22000 h.p., Captain S. V. Yde Horsey, Manila.

King, armoured, 1400 tons, 10 guns, 4000 h.p., Capt. Cecil F. Theobald, Manila.

Kinsale, river gunboat, 331 tons, Lieut. Comdr. P. Crabtree, Shanghai.

Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, Manila.

Moorea, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6300 h.p., Lt. Comdr. Kiddle, en route Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 250 h.p., Lt. Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Athly, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Lyons, Yangtze.

Taku, torpedo-boat destroyer, Hongkong.

Tamar, river gunboat, 480 tons, 6 guns, Comdr. H. P. Williams, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secretan, on Yangtze.

Thetis, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Yangtze.

Virago, torpedo-boat destroyer, 340 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Hongkong.

Waterwitch, surveying ship, 620 tons, 400 h.p., Comdr. A. W. Glendon, Long Harbour.

Whiting, torpedo-boat destroyer, 340 tons, 6 guns, 5300 h.p., Lieut. Comdr. C. E. L. Thomas, Hongkong.

Wildcat, gunboat, 195 tons, 2 guns, 820 h.p., Lieut. Comdr. G. R. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. J. Todd, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. J. P. Knox, Yangtze.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.
Kaiser Franz Josef I, Austrian cruiser, 4,300 tons, Capt. Ferdinand Bülly, 12th April—Singapore 6th April.

FRENCH.
Allouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons—guns, 500 h.p., Lieut. Jaume, Canton.

Catapult, gunboat, Lieut. Kerbel, Saigon.

D'Assas, cruiser, 1400 tons, 31 guns, 9500 h.p., Com. Baie d'Along.

Decade, gunboat, 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L. East, Haiphong.

D'Entrecasteaux, French cruiser, 4,000 tons, Capt. Tréhou, Hongkong.

Desaix, cruiser, 3985 tons, 14 guns, 5500 h.p., Commander Amel, Baie d'Along.

Duport, armoured cruiser, 10,014 tons, Capt. Passerat de Silans, Saigon.

Esturgeon, submarine, Saigon.

Francisque, destroyer, 330 tons, 7 guns, 6300 h.p., Lieut. Garreau, Hongkong.

Geyser, cruiser, 3500 tons, 31 guns, 20,200 h.p., Capt. Fidon, Saigon.

Guichenot, protected cruiser, flagship of Rear Admiral Bous, Captain Tréhou, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Gouelle, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 3400 h.p., Lieut. Sagot, Duvieux, Saigon.

Kerstul, gunboat, 1250 tons, 6 guns, 2,900 h.p., Com. Simon, Saigon.

Lynx, submarine, Lieut. Ambert, Saigon.

Montebello, cruiser (Flagship of Vice-Admiral Richard), Commander in Chief, 9,700 tons, 12 guns, 14,600 h.p., Capt. Marol, d'Along.

Monsieur, destroyer, Lieut. Duchemin, Baie d'Along.

Olyx, gunboat, Lieut. Grollier, Yangtze.

Peloo, gunboat, Lieut. Marchand, Tongka.

Perle, submarine, Saigon.

Pistolet, destroyer, Lieut. de Rouchy, Worth.

Raie d'Along.

Protée, submarine, Lieut. Glorion, Saigon.

Rapier, destroyer, 330 tons, Lieut. Vincent de Brichisac, Saigon.

Redoubtable, battleship, (in reserve) 9347 tons, 8 guns, 671 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Molliez, Hongkong.

Styx, armoured gunboat, 1795 tons, 10 guns, 1700 h.p., Die, Saigon.

Surprise, gunboat, 620 tons, 2 guns, 300 h.p., Lieut. Roque, Haiphong.

Teking, gunboat, Yangtze.

Takou, destroyer, Com. Tiquem, Saigon.

Vauban, torpedo-boat (reserve), 6150 tons, 23 guns, 4500 h.p., Lieut. Hongkong.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brignon, Canton.

Askold, Russian cruiser, 6500 tons, 12 guns, 10,000 h.p., Russian gunboat, 65 tons, A. S. Chertkov.

UNPREDICTABLE.
Colorado, armoured cruiser, Captain S. H. A. Stanton.

Maryland, armoured cruiser, Captain John H. Ingalls.

Pennsylvania, armoured cruiser, Capt. Thomas C. McLean.

West Virginia, armoured cruiser, (flagship of Rear Admiral Brownson), Capt. Convey.

H. Arnold.

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AND SHOES.HARTMAN KODAKS, CAMERAS
AND
PHOTOGRAPHIC GOODS.

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To be purchased for cash or on the Times' system of monthly payments.

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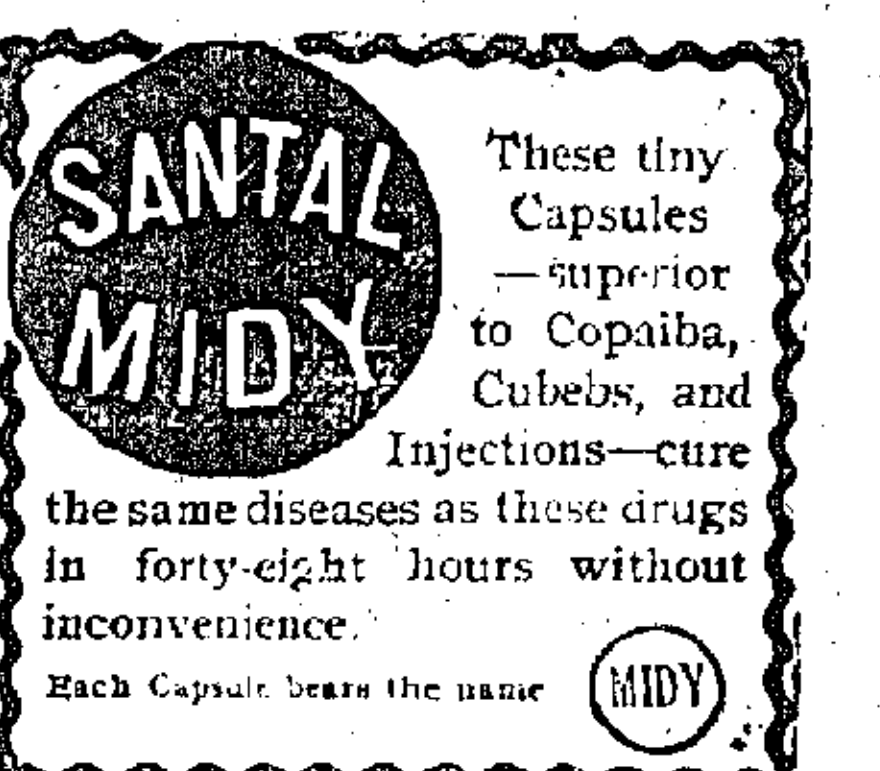
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These tiny Capsules—superior to Copalba, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

LADIES' SAFE REMEDY.

For functional troubles, delay, pain and those irregularities peculiar to the sex.

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Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

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Should purchase FROM HONGKONG TO CANTON BY THE PEARL RIVER.

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Messrs. A. S. WATSON & Co.

Canton: Hongkong, 4th October, 1906.

JOINT STOCK SHARE

CLOSING QUOTATIONS.	
July 12th.	
ON LONDON.—	
Telegraphic Transfer	2/21
Bank Bills, on demand	2 2/4
Bank Bills, at 30 days' sight	2 1/4
Bank Bills, at 4 months' sight	2 1/4
Credits, at 4 months' sight	2 23/4
Documentary Bills at months' sight	2 1/4
ON PARIS.—	
Bank Bills, on demand	475 1/2
Credits, at 4 months' sight	280 1/2
ON GERMANY.—	
on demand	22 1/2
ON NEW YORK.—	
Bank Bills, on demand	51 1/2

ON BOMBAY.—	
Telegraphic Transfer	163½
Bank, on demand	163½
ON CALCUTTA.—	
Telegraphic Transfer	163½
Bank, on demand	163½
ON SHANGHAI.—	
Bank, at sight	78
Private, 30 days' sight	78½
ON YOKOHAMA.—On demand.....	107
ON MANILA.—On demand.—Pesos—107	
ON SINGAPORE.—On demand.....	7 p.c. pr.
ON BATAVIA.—On demand.....	131½
ON HAIPHONG.—On demand.....	41 p.c. pr.
ON SAIGON.—On demand.....	4 p.c. pr.
ON BANGKOK.—On demand.....	67½
SOVEREIGNS, Bank's Buying Rate	\$9 10
GOLD LEAF, 100 fine, per tael.....	\$47 10

CHINA. —
 SUBSIDIARY COINS.
 per cent.
 China 20 cents pieces .. \$8.71 discount
 " 10 " " " 9.42
 Hongkong 20 " " " 8.10
 " 10 " " " 8.40

VESSELS EXPECTED.
 ♦ ♦ ♦
 THE AMERICAN MAIL.
 The O. & O. str. *Persia* (Formerly the *Capitol*) will sail from Yokohama on the 8th July and will therefore be due to arrive at this on the 16th July.
 ♦ ♦ ♦
 THE GERMAN MAIL.
 The I.G.M. str. *Preussen* left Kobe via Nagasaki and Shanghai on Monday the 8th July at 3 p.m., and may be expected here on or about Wednesday the 17th July a.m.

Mails with dates from Berlin of the 18th June left Colombo on Saturday the 6th July p.m. and may be expected here on or about Wednesday the 17th July.

The I.G.M. str. *Prinz Waldemar* left Sydney on Tuesday the 2nd July at 2 p.m. and may be expected here on or about Wednesday the 24th July.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver a.m. on Tuesday the 9th July for Hong-kong via the usual ports of call.

MERCHANT STEAMERS.

The Russian str. *Hermann Loebe* left Shanghai on 9th July for this port, and is due here to-day.

The J.-C. J. Lijn str. *Uituy* left Macassar

The G. N. S. S. Co. str. *Minnesota* arrived at Yokohama on Sunday the 7th July at 6 p.m. and will leave for this port via Kobe, Nagasaki and Shanghai on the 10th July, and is expected here on the 23rd July.

STEAMERS PASSED THE CANAL.

July 1st.—*Clarehill*, A. O'Brien, Konang Shi-Lungkang, Tidon, Andree, Rickmers, 7th.—*Diomed*, Sumatra. 14th.—*Villeda la Ciodel*. 21st.—*Glenloch*. 21st.—*Saxonica*, Sundra, Kin-
gdon, Macarthur. 25th.—*Beneluch*, Idomenico.
Monmouth, Schenck. *Swabia*, Gruzev, Purizhan,
Saspedon, Scherfeld, Formosa, Gneissner,
Montrose, Kawachi Kaki, Salazar, Priam. Wik-
ing. 2nd.—*Holstenstein*, Bennoch. Poona. 6th.—
Alfred Oceanic, Palma, Androni, Toucer,

ARRIVAL AT HOME.
July 9th—Inaba Maru.

PASSENGERS.
ARRIVED.
Per *Kumang*, from Calcutta. Mr. Fenton.
Per *Signal*, from Hsiphong, Mr. W. Hazot.
Per *Sadewa*, from Shanghai, Capt. and Mrs. Hintze, and Dr. Ulrich.
Per *Tamir*, from Manilla, Miss Maxima Francisco, Miss Benita Plutis, Miss Marnera Francido, Messrs. L. D. L. Buckley, I. Prenati, Geo. P. Valentias, Jose Flores, Victorina Salvador.
Per *China*, for Hongkong, from Yokohama, Messrs G. C. Sloan, G. Guscott and G. Whit-

Jogg and 3 servants, Mrs. Boelken and amah,
 Jout Wymer, Lient. Saxby Thomas, Lient. J.
 May, Messrs. C. E. Ketelsen and A. Kuck; for
 Penang, from Shanghai, Mrs. M. S. Tocque;
 for Bombay, from Kobe, Mr. W. S. Tinkler;
 or Marselles from Yokohama, Miss A. W.
 Peabry, and Mr. S. W. Cartwright; from
 Hongkong, Mr. A. de Chally; for London, from
 Yokohama, Mr. R. H. Lutz.

TO DEPART.

For China, from Hongkong, for Marselles
 and London, Dr. and Mrs. P. O. Winship, Mrs.
 Grossmann, Messrs. L. D. Barkley, J. R. John-
 son, D. Macdonald and C. L. Youman.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
 have now 40,000 Cubic Feet of Cold

Open at 10 A.M. and 4 P.M. daily. Sunday
Accepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE
AT HONGKONG
FOR

DEMAND DRAFTS ON BOMBAY
on the Day Preceding the Departure of
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1905 :

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STATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
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PRICE: \$1 CASH
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Hongkong-Hickato	\$10	\$144, sellers & se.
Hongkong-Hickato	\$10	\$144, sellers & se.
Hongkong Ice Co.	\$50	\$141, sales
Hongkong Ice Co.	\$25	\$224, buyers
Hongkong Ice Co.	\$10	\$224, buyers
Insurance -		
Canton	150	\$270, sales & buy.
China Fire	\$20	\$85, buyers
China Traders	\$25	\$40, buyers
Hongkong Fire	\$60	\$320, sales & se.
North China	25	Tls. 75, sales&se.
Union	45	\$170, sales & buy.
Yangtze	400	\$180.
Land and Building -		
Hongkong Land Inv.	\$100	\$170, sellers
Humphrey's Estate	\$10	\$104, sales & se.
Kowloon Land & B.	\$30	\$37, sales
Shanghai Land	\$10	Tls. 102, s. & d.
Weat.oint Building	\$50	\$50.
Mining		
Charbonnages	Feb. 250	\$463, buyers
Raub.	16/10	\$0 sales & buy.
Leak Tramways		\$04, s. new buy.

W.	10	7	1	1	5	2	3	3
N.	11	8	1	1	6	2	3	3
E.	16	14	6	7	5	49	3	1
S.	17	0 15	6	6	2	14	1	4
Wind.	17	2	1	3	6	13	1	4
Bar.	18	1	4	6	6	8	1	8
Ther.	18	2 58	4	6	6	7	14	3
Humid.	17	2	1	3	6	13	1	4
Rain.	19	3 27	1	5	0	10	9	5
		3 27	1	8		9 55	2	5

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 12th.

	Previous Day at 4 p.m.	On Date, 19 a.m.	(on Date at 4 p.m.)
Barometer	29.74	29.76	29.97
Temperature	86	86	86
Humidity	68	69	65
Wind	SWW	SW	SW
Breeze	3		

UTLER, PALMER & Co., LONDON
 AGENTS
 ANE, CRAWFORD & CO.
 HONGKONG 52

8 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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S.S. "SUI-AN", 1,651 tons, Captain E. H. Grainger.
S.S. "SUI-TAI", 1,651 tons, Captain J. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. ON SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 6 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

Shanghai 9th July, Mails and General— P. & O. S. N. Co.	HONGKONG HOTEL.
CHITKAN, Chinese steamer, 1,177, C. Stewart, 11th July—Shanghai 7th July, General— Chinese.	Mr. E. S. Abraham.
EMPEROR OF INDIA, British steamer, 3,032, E. Bootham, 30th June—Vancouver 11th June, Flour and General—C.P.R. & Co.	Mr. C. E. Katselen.
GENSAN MARU, Japanese steamer, 1,872, Nagatsu, 20th June—Kutchinotsu 19th June, General— Mitsui Bussan Kaisha.	Mr. A. F. Adams.
GIENKOP, British steamer, 2,274, Raftery, 28th June—Moji 22nd June, Coals—Mitsui Bussan Kaisha.	Mr. H. G. Batticomb.
GOTO MARU, Japanese steamer, 2,556, K. Unno, 9th July—Kobe 6th July, Coals—Mitsui Bussan Kaisha.	Mr. R. B. Beattie.
HEINKE, German steamer, 771, J. Jesson, 14th July— —Hohov 9th July, Sandries—Jensen & Co.	Mr. R. J. Bierbeck.
HUANGSAN, British steamer, 1,359, Jas. M. Hay, 8th July—Shanghai 7th July, General—Chinese.	Mr. & Mrs. S. Binney.
	Miss Binney.
	Mr. & Mrs. G. Black.
	more.
	Mr. A. B. Blunn.
	Mr. T. Bmyfield.
	Mr. F. G. Brighton.
	Mr. L. F. Campbell.
	Mr. E. W. Carpenter.
	Mr. A. Carter.
	Mr. W. Cartwright.
	Mr. W. E. Clark.
	Mr. H. J. Cohnhan.
	Mr. E. E. Colvin.
	Mr. C. E. Katselen.
	Mr. A. F. Adams.
	Mr. H. G. Batticomb.
	Mr. H. W. Langberg.
	Mr. W. Logan.
	Mrs. W. Logan.
	Mr. P. Lutt ighams.
	Mr. E. J. Macdonald.
	Mr. A. MacMillan.
	Mr. G. F. Miliden.
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	Mr. G. C. McInoldi.
	Dr. and Mrs. W. B. A. Moore.
	Mr. R. H. Newborn.
	Mr. L. Osborn.
	Mr. E. Palmer.
	Mr. W. Penke.

Mr. Eugene M. May, Vice-Draught & Co.	Mr. and Mrs. E. B. Hudson	Mr. W. S. Tuck
MITCHELLS, Britisher, 3, 583, G. Mohr, 20th June-Forchaw 18th June, General -Butterfield & Swire.	Mrs. Jackson & child Mr. J. Jacob	Mr. H. E. Wallace Mr. and Mrs. William & child
ONTON, Norwegian str., 2, 100, J. Seeborg, 7th July-Saigon 3rd July, Rice-Wallem & Co.	Mr. J. E. Joseph Mr. J. K. Koshlman	Mr. and Mrs. E. O. Winship
AGNAB, Norwegian str., 1, 220, N. G. Nielsen, 9th July-Rajang, Bornoe 3rd July, Timber -Sander, Wieler & Co.	Capt. F. Kofod	Mr. W. J. D. Young
ALAN, German str., 2, 028, R. Petersen, 11th July-Bangkok 4th July, Rice-Butter- field & Swire.	KINGDOMERS PRIVATE HOTEL.	
BLI, British str., 1, 611, R. W. Almond, 8th July-Manila 6th July, Genual-Shewam, Tomes & Co.	Capt. E. Baylis Mrs. H. Baskley, Jr. Mrs. H. Baskley Dr. & Mrs. E. A. Boilies Mr. Jevington Miss M. Bird Mr. and Mrs. Dillon Hudson	Mr. E. Hunt Mr. & E. Lanning Mr. C. M. Lawrence Mr. Lohman Major McGill Mr & Mrs. L. Marston Mrs. McLean & maid Miss McLean Mr. August Meyer Mr. Reginald Paterson
AKANO MARU, Japanese str., 3, 324, T. Sugii, 7th July-Shiyou 7th July, Rice-Order.	Mr. de la Soudiere Dr. Francis Clark Mr. A. N. (Cotton)	
UMSTAD, Norwegian str., 800, A. Hansen,		

Asgaard, Thorsen & Co.	Mr. J. J. Conroy	Mr. G. C. Hutton-Potts
LESTAD, Norwegian str., 897, N. Bjarnsguard,	Lt. & Mrs. J. A. Esterro	Mrs. G. Schuse
4th July—Mojí 26th June, Coast—Aagaard,	Mr. Oscar Enger	Miss Seltzer
Thorsen & Co.	Mr. P. J. Falconer	Miss M. Soltzer
ISANG, British str., 1,544, D. Christie, 11th	Mr. K. Freund	Mr. & Mrs. H. Stumpe
July—Chetoo 5th July, General—Jardine,	Mr. Garrett	Mrs. A. M. Smith
Matheson & Co.	Mr. Reginald Harding	Major Hon. M. Ward
	Miss I. Hamilton	Hon. Mrs. M. White

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ON SALE.

生花 Fa Shang—Pouan; lb —
 雙喜牌上 Shui Sei Li;

沙撈越	Sin Lai—Pears, American	—
椰絲	Sin Lai—Pineapples, Cochineal, United	—
紅毛	Sin Lai—Pears, Shantung	—
紅毛	Hung Tai—Persimmons, Arizona	—
紅毛	Hong Tai—Plums, Saxony	—
菠薐	Pun Ti Po Lo—Pineapple	4
	Pineapple Coong only, 2nd	14
	3rd	8
蕉	Tai Tan—Plantains	—
蕉	Luk Yau—Plantains	—
地盤瓜	Chim Lai Yau—Water Melons, English	—
地盤瓜	Sin Hop Tai—Water Melons, Fresh	16
地盤瓜	Hop Tai—Watermelons, Green	12
絲瓜	Shanghai Ho Kwai Ho	—
	VEGETABLES, &c.	—
竹筴	Shanghai Yai Chi Chuk—	—
	Artichokes, Shanghai	—
菜蔬	Long So Teoi—Asparagus, Arizona	—

角豆	Tau Kok—"Beans, Sprout"	1
豆苗	"Long"	1
扁豆	Min Tau—"Broad"	1
豇豆	Pin Tau—"French, Stalk"	1
豆門黃	O Moon—Pin. Tau—Beans	1
菜膽紅	Macao (French)	1
菜心	Hung Tau Tso—"Heart, each 2"	1
菜花	Kai Sui—Cano Sho—"Bundles"	3
茄片	Tsing Ko—Brinjals, Garon	10
茄元	Yuen Ko—"Red"	1
菜白	Pak Tsoi—Brassica	1
菜竹	Chuk Shun—Bamboo Shoots	1

[illegible]

頭生	Shang Tsung Tung—Onions, (Day,)	6
頭生日本	Yat Fun Ts'ung Tung—Onions, (Day,)	6
	Japanese,	—
頭生海上	Shanghai Ts'ung Tung—Onions,	—
	Shanghai	—
菜毛	Yung Ts'ung—Okros,	—
菜花	Yung Ts'ung Si—Larsby, Bag-	—
	bandle	—
好香薯	Fochoo Shu Tsai—Potatoes, (b.)	1b.
	Fochoo	—
好香薯上	Shanghai Shu Tsai—Potatoes,	—
	Shanghai	1b. 3
好香薯日	Yat Fun Shu Tsai—Potatoes,	—
	Yat Fun	—
好香薯日	O Mun Shu Tsai—Potatoes,	3
	Macao	—

番薯	American	(6)
芋艿	Fan Shu - Potatoes, Sweet	2
冬瓜	Tung Kwa - Pumpkin	3
菜豆猪	Hung Lo Tsai - Purslane	3
菜心	Yee Tsai Lok Pak Tai - Radish	—
豆腐菜	Kau Tsai - Green Cabbage	—
葱	Con Tsing Tung - Spinach	lo.
類芋	Yin Tin Tsai - Spinach	lo.
類芋	Pai Tsa - Taros	3
茄瓜	Fan Ko - Tomatoes	3
茄瓜	Fung Pak - Spinach Chinese	4
茄瓜	Fung Kwai	4
茄瓜	Lar Yung	6
茄瓜	Ngung Lo Pak - Yams	7
茄瓜	Tait Kwa - Vegetable Marrow	10
美國	American	(10)
馬六甲	Ma Chuan - Water Chestnuts,	
馬六甲	Kwai Lai	9
菜豆猪	Chestnut, Mai - Water	—
菜豆猪	Sui Yueng Tsai - Water	7
薯	Tai Shi - Yams	8
薯	Sze per Yam	10

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